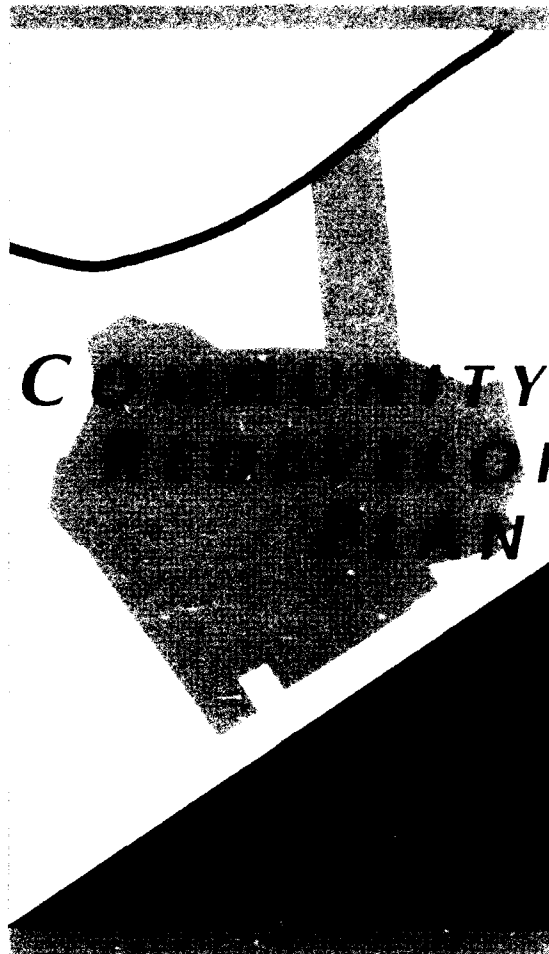


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MYRTLE BEACH AIR FORCE BASE



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COMMUNITY  
REDEVELOPMENT  
PLAN

*Prepared for:*

MYRTLE BEACH AFB REDEVELOPMENT TASK FORCE

South Carolina Defense Base Development Commission

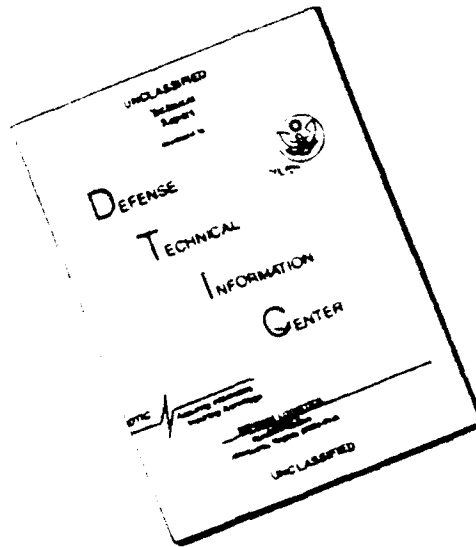
*Prepared by:*

EDAW, Inc.  
Economics Research Associates  
DDC Engineers, Inc.  
The Wordsmith, Inc.

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# **MYRTLE BEACH AIR FORCE BASE REDEVELOPMENT PLAN**

*Prepared for:*

Myrtle Beach Redevelopment Task Force  
1181 Shine Avenue  
Myrtle Beach, SC 29577

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**January 1993**

*This base reuse plan was prepared under contract with the Myrtle Beach Executive Committee, with financial support from the Office of Economic Adjustment, Department of Defense. The content reflects the views of the Executive Committee and does not necessarily reflect the views of the Office of Economic Adjustment.*

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## **Table of Contents**

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### **Table of Contents**

### **List of Figures**

### **List of Tables**

### **Executive Summary**

	<b>Page</b>
<b>1.0 Introduction</b>	
1.1 Background . . . . .	1-1
1.2 Purpose of the Study . . . . .	1-1
1.3 Report Contents . . . . .	1-3
<b>2.0 Regional Setting</b>	
2.1 Physical Context . . . . .	2-1
2.1.1 Location and Access . . . . .	2-1
2.1.2 Land Use and Zoning . . . . .	2-3
2.2 Socio-Economic Context . . . . .	2-6
2.2.1 Regional/Local Demographics . . . . .	2-6
2.2.2 Regional Economic Characteristics . . . . .	2-10
2.2.3 Development Patterns . . . . .	2-19
<b>3.0 Reuse Alternatives</b>	
3.1 Potential Redevelopment Opportunities . . . . .	3-1
3.2 Market Analysis . . . . .	3-1
3.2.1 The Visitor Industry . . . . .	3-1
3.2.2 The Industrial Market . . . . .	3-9
3.2.3 The Office Market . . . . .	3-10
3.2.4 Education Requirements . . . . .	3-11
3.2.5 The Residential Market . . . . .	3-12
3.3 Physical Development Opportunities and Constraints . . . . .	3-13
3.3.1 Land Use/Existing Facilities . . . . .	3-13
3.3.2 Utilities/Infrastructure . . . . .	3-23
3.3.3 Environmental Constraints . . . . .	3-34
3.4 Alternative Reuse Scenarios . . . . .	3-37
<b>4.0 Recommended Reuse Plan</b>	
4.1 Redevelopment Strategy . . . . .	4-1
4.2 Land Use and Circulation Plan . . . . .	4-3
4.2.1 Interim Land Use Plan . . . . .	4-3
4.2.2 Alternative Land Uses . . . . .	4-9
4.2.3 Long-term Land Use Plan . . . . .	4-9
4.3 Off-Base Relationships . . . . .	4-11



## **5.0 Implementation Program**

5.1	Management Structure . . . . .	5-1
5.2	Federal Property Disposal Process . . . . .	5-4
	5.2.1 Public Benefit Conveyance Properties . . . . .	5-6
5.3	Implementation Schedule/Phasing . . . . .	5-9

## **Appendix**

- A. MBAFB Facility Inventory
- B. MBAFB Building Descriptions
- C. Known/Suspect Contamination Sites at MBAFB:  
Descriptions and Clean-up Status
- D. Community Development Law Establishing a City of  
Myrtle Beach Redevelopment Commission

## **List of Figures**

---

	<b>Page</b>
1-1 Planning Process .....	1-4
1-2 Project Schedule .....	1-4
2-1 Location Map .....	2-2
2-2 Generalized Land Use .....	2-4
2-3 Existing Zoning .....	2-5
3-1 Myrtle Beach AFB Existing Land Use .....	3-14
3-2 Water Distribution System .....	3-24
3-3 Sanitary Sewer System .....	3-27
3-4 Environmental Constraints .....	3-35
3-5 Redevelopment Alternatives .....	3-39
4-1 Community Priority-Market Potential Interface .....	4-1
4-2 Interim Land Use Plan .....	4-4
4-3 Alternative Land Uses .....	4-10
4-4 Long-term Land Use Plan .....	4-12

## List of Tables

---

	<b>Page</b>
1-1 Redevelopment Task Force Members . . . . .	1-2
2-1 Area of Influence Population Trends . . . . .	2-7
2-2 Horry County Population Trends . . . . .	2-7
2-3 Area of Influence Age Distribution . . . . .	2-9
2-4 Area of Influence Racial Composition . . . . .	2-9
2-5 Area of Influence Group Population . . . . .	2-11
2-6 Area of Influence Household Characteristics . . . . .	2-11
2-7 Horry County Household Income . . . . .	2-12
2-8 Area of Influence Household Income . . . . .	2-12
2-9 Horry County Labor Force . . . . .	2-14
2-10 Area of Influence Unemployment Rates . . . . .	2-14
2-11 Horry County Employers . . . . .	2-16
2-12 Area of Influence Economic Structure . . . . .	2-18
2-13 Horry County Retail Sales . . . . .	2-20
2-14 Horry County Construction Activity . . . . .	2-22
2-15 Grand Strand Visitor Characteristics . . . . .	2-24
2-16 Seasonal Nature of Retail Sales . . . . .	2-24
2-17 MBAFB Economic Impact . . . . .	2-27
3-1 List of Potential Uses . . . . .	3-2
3-2 Ranking of Potential Uses . . . . .	3-3
3-3 Tourism Market Analysis . . . . .	3-4
3-4 Theme Park Penetration Rates . . . . .	3-6
3-5 Estimated Theme Park Capture Rate and Visitor Potential . . . . .	3-7
3-6 Installation Restoration-Contamination Sites . . . . .	3-36
4-1 Proposed Interim Uses . . . . .	4-8
5-1 Organizational Approaches . . . . .	5-2

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EXECUTIVE SUMMARY



# EXECUTIVE SUMMARY

---

## Introduction

Myrtle Beach Air Force Base is scheduled to close in March 1993. This document provides a redevelopment plan for the existing facilities and land areas on the base. The purpose of the plan is to guide redevelopment decisions so that the least amount of economic impact will be felt by the base closure.

The Redevelopment Plan for Myrtle Beach AFB contains the following major components:

- An investigation of the physical and socio-economic characteristics of the Myrtle Beach area which directly influence redevelopment of the base;
- Documentation of the assets, infrastructure and environmental conditions of the base that affect the reuse of base facilities and redevelopment of land areas;
- A market analysis of alternative uses;
- A redevelopment strategy and proposed land use and circulation plans; and
- Management recommendations and suggested time-table to implement the proposed redevelopment strategy.

This plan has been developed with the input and assistance from many organizations, community leaders and local residents throughout the planning process. The plan has been adopted by the Executive Committee, but considerable planning effort is still required in the years ahead to implement the recommendations contained in this document.

The proposed Community Redevelopment Plan in this document represents a coordinated effort with the other studies related to the base closure which are in progress. Notably, the *Airport Master Plan* being prepared by the Horry County Department of Airports has had a major influence on the outcome of this study. This latter planning effort (being conducted by the LPA Group, Inc.) supplements the information presented in this document. Depending on the decisions made with respect to the airport, the Community Redevelopment Plan should be revised and/or updated to accommodate the community's long-range goals for this critical facility to the Grand Strand community.

## Local Economic Factors

Over the years, as Myrtle Beach and the regional Grand Strand area developed, the orientation of the economy has been primarily resort and tourism - and, to a lesser degree, retirement. During the 1980's, the Grand Strand experienced substantial population growth, accompanied by housing and vacation-oriented development.

Rather than diversifying the economy, this growth reinforced the current economic orientation toward tourism. Last year, the Grand Strand generated \$1.7 billion in total tourism spending from the tourist market. These visitors are largely families drawn to the beach or golfers who come to play the nearly 80 golf courses. Statistics show that the area's proportionate share of employment in the hotel/accommodations classification is more than twice that of the state as a whole; while, in contrast, employment in industrial

jobs is half the rate of the state. However, AVX, an electronics firm and the largest industrial employer in the area, has plans to expand. In addition, the local technical college system can provide training should new or growing businesses require new skills from their employees.

### Physical Assets

Myrtle Beach AFB is located between Business Rt. 17 and Bypass Rt. 17, one-half mile from the Atlantic Ocean. This location is particularly suitable for resort uses which have developed in the remainder of the City east of the Intracoastal Waterway. It also offers an opportunity for a large-scale, coordinated development project in contrast to the smaller commercial and residential developments located throughout the City.

The airfield on the base is a joint-use facility that serves military and civilian aircraft. When the military leaves, the airport will be opened to commercial, general aviation and air cargo traffic as a full-service commercial Jetport serving the region. Plans for this airport to meet regional aviation needs over the next 20 years are documented in the County Department of Airport's *Airport Master Plan*, prepared by The LPA Group.

The existing facilities on base include a full range of training and personnel support facilities constructed by the military since World War II. The base encompasses 3,790 acres, of which over 1,000 acres are developed with runways, taxiways, aprons and other airfield features. Base facilities available for development are as follows (acreages and square footages are approximate):

• Airfield	1600 acres	-----
• Air Operations & Maintenance	70 acres	300,000 sq. ft.
• Industrial (Warehousing & Storage)	190 acres	290,000 sq. ft.
• Industrial (Shops & Maintenance)	50 acres	86,000 sq. ft.
• Administrative & Training	100 acres	280,000 sq. ft.
• Community Services	100 acres	266,000 sq. ft.
• Medical/Dental	20 acres	71,000 sq. ft.
• Recreation	330 acres	65,000 sq. ft.
• Housing	330 acres	800 family housing units 133 transient lodge units 814 BEQ units
• Open Space	1000 acres	-----

The air operations facilities on-base are readily convertible to civilian aircraft maintenance and repair facilities. The majority of the training and administrative facilities, as well as some of the community support facilities (e.g., theater, dining halls, school, child care, etc.) have primarily institutional value. The recreation facilities can be used for similar public or private recreational use. The housing on-base (family and enlisted) was constructed during the 1950's and has value for interim use, particularly rental units, until these units can be demolished for "higher and better" uses.

The major environmental factors affecting reuse include wetlands, archeological/historic resources and hazardous waste sites. Each of these factors is currently being investigated by the Air Force. Hazardous waste sites will be remediated by the Air Force prior to disposal of the property.

On-site infrastructure systems (water, sewer and storm water) are older and in need of upgrading. Connections to off-base municipal or Grand Strand Water & Sewer Authority service is a major issue requiring community direction.

### **Market Potential**

Because tourism is the mainstay of the regional economy, the reuse activities which show the greatest market potential are those which relate to visitation and recreation. Our assessment of market conditions indicate that such uses as a theme park, open space and public recreation, a museum, golf and a convention hotel will be viable options as long as the elements are well-planned and designed.

Forecasts for continued growth in the area indicate the potential for expanding air service to the Jetport. These changes will open up opportunities for aviation-related industry and businesses, which could offset the seasonal flux and lower pay scales of tourist-related employment. More immediately, local colleges and industries require additional space which can be satisfied by existing base facilities and undeveloped land area for future expansion.

The Air Force base itself offers some opportunities and constraints for business and economic development. Redevelopment opportunities include:

- Easy access to major local transportation routes;
- In-place infrastructure that can offer a cost-competitive advantage;
- Air service for air dependent companies; and
- Potential for a mixed-use community which would create a more attractive investment and work environment.

Constraints to redevelopment include:

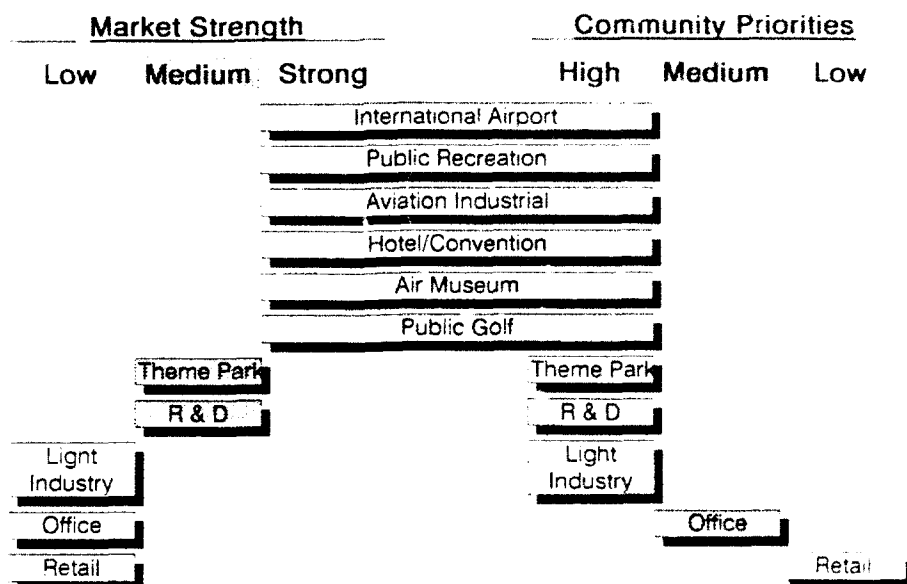
- 50-mile distance from the nearest interstate;
- Lack of rail service; and
- Limited available business skills in the community.

### **Redevelopment Strategy**

The redevelopment strategy recommended for Myrtle Beach AFB incorporates the following principles:

- The major uses recommended for base property include those uses which have a high community priority (as established by our surveys and a Vision Session with community leaders conducted during April) and for which there is a medium to strong market potential. The interface of these two factors is shown in Figure 1.
- The Jetport is the priority use for MBAFB because of its integral value to the resort/tourism market of the Grand Strand. The redevelopment plan accommodates the Jetport's long-term flexibility to serve the area and allows for expansion if and when needed.

**Figure 1: Community Priorities and Market Demand Interface**



- Industrial-related jobs should be protected where they exist (e.g., AVX) and new opportunities, particularly aviation-related industrial uses should be encouraged to the extent possible.
- Institutional uses should be recognized as a priority in plans for the base because they make best use of the institutional nature of facilities existing at MBAFB. Such uses also are particularly compatible with R&D programs and high technology activities, as well as health care and adult and senior citizen cultural programs and uses.
- The opportunity exists at MBAFB to encourage a high-quality destination resort with first-class lodging and commercial facilities to establish a new focus of tourist attractions in this part of the City. This tourism component should be futuristic in its design with pollution-free, energy-saving buildings and linkages to a future monorail system or other alternative transportation modes potentially serving the resort area.
- Maximum environmental protection should be a priority in the plan. The image desired for base development is a richly landscaped environment with broad, tree-lined thoroughfares, major water features and ponds, large irrigated lawns and open spaces, attractive buildings and street furnishings with preserved woodlands and wetlands integrated throughout the developed area.

Our strategy promotes aviation use for the site providing for significantly increased commercial and GA air traffic, as well as international carrier arrivals and departures. This modern airport should be combined with a new civilian employment base of aviation-related industrial, education, R&D and commercial uses developed in a coordinated "New Town" fashion. In addition, maximum recreation, environmental, and tourism/resort amenities should be provided to serve the greater Grand Strand community.



In summary, as we see it, Myrtle Beach AFB has tremendous reuse potential, particularly in comparison with the other closing military bases since many of these sites face major market problems limiting their realistic conversion potential to civilian uses.

### Proposed Land Use

A multi-phased approach is proposed to accomplish this above strategy. This approach provides a **Long-term Plan** accommodating the full expansion needs of the Jetport and an **Interim Plan**, which makes best use of the existing facilities on-base until airport expansion is required. Our Redevelopment Plan does not depend on airport expansion since it provides a perfectly viable and realistic solution to base development if expansion is not necessary or a close-in new parallel runway next to the existing west taxiway (or the taxiway itself) can be used to meet long-term aviation needs at the Jetport. However, given the growth of the area over the past two decades and its significant attractions and expected future growth, airport expansion is predicted and, therefore provided for, in the proposed land use plans for the base.

Proposed land uses for the base are shown in the accompanying figures and listed as follows:

	<u>Interim</u>	<u>Long-term</u>
• Airfield	900 acres	1130 acres
• Air Operations and Aviation-related Industrial	500 acres	570 acres
• Light Industrial	115 acres	115 acres
• Commercial	30 acres	30 acres
• Commercial/Resort	800 acres	700 acres
• Education/Medical	175 acres	175 acres
• Air Museum	100 acres	100 acres
• Mixed Use	200 acres	130 acres
• Recreation	690 acres	560 acres
• Residential	260 acres	260 acres

Individual uses already proposed for Myrtle Beach AFB which can be potentially accommodated in the Interim Plan are listed in Table 1.

### Management

Management and implementation of the Community Redevelopment Plan will be a key factor in the successful utilization of Myrtle Beach AFB. Because the base is a joint use air facility, the Horry County Department of Airports, which operates the existing Jetport, i.e., the appropriate entity to continue to maintain and operate the airfield and aviation-related areas on the base. Land area required for revenue-generating purposes for the long-term operation and development of the Jetport is currently being researched by the County.

The remainder of the base property should be managed by an economic development organization with powers comparable to those of a municipality. The Air Base Redevelopment Commission recently endorsed by the Executive Committee provides such an entity. The Commission, by law, is empowered with the legal capability to buy/sell/lease property, borrow money, issue bonds, enact special taxes, develop utilities and infrastructure, receive grants, etc. Other specific powers required for the Commission

to be an effective management entity for the Air Base property should be researched and provided for before the base changes hands from the military to the civilian sector. The role of the Commission as a coordinating and facilitating organization overseeing a well-integrated base redevelopment process - which represents both the City's and the County's interests - is the most critical function of this new management entity for the base property.

In conclusion, Myrtle Beach is an excellent community with numerous recreational, environmental and economic assets. This plan, if implemented in a cooperative manner by all parties, will allow redevelopment of the former military base in a fashion that best integrates these facilities into the community fabric for long-term economic benefit to the greater Grand Strand area.

# MYRTLE BEACH AIR FORCE BASE

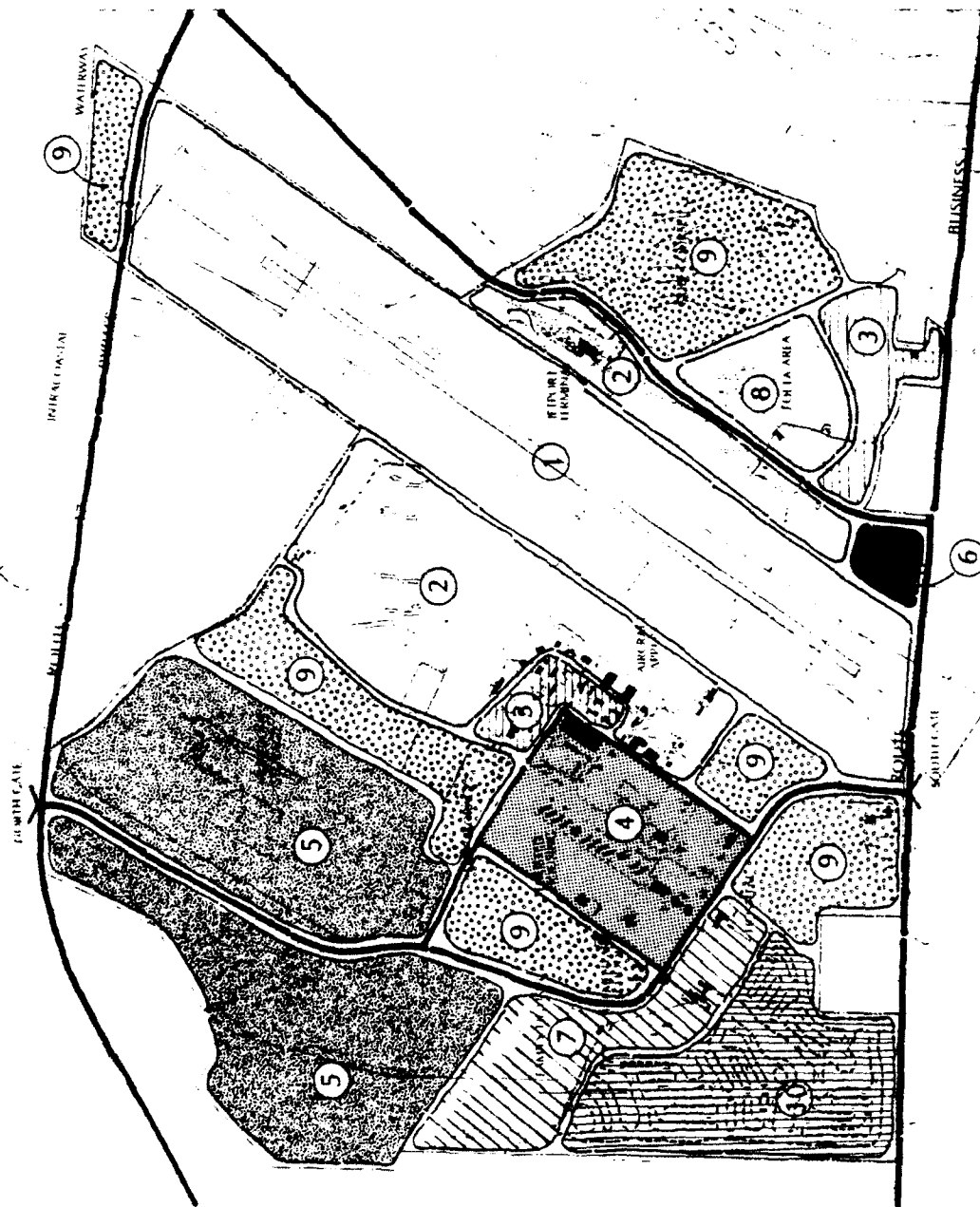
## COMMUNITY REDEVELOPMENT PLAN

### Interim Land Use Plan

- 1 Airfield
- 2 Airfield Operation/Aviation related Industrial
- 3 Light Industrial
- 4 Mixed Use
- 5 Commercial/Resort
- 6 Commercial
- 7 Education/Medical
- 8 Air Museum/Light Industrial
- 9 Recreation/Open Space
- 10 Residential

Prepared by  
**MYRTLE BEACH EXECUTIVE COMMITTEE**  
South Carolina Defense Base Development Commission

Prepared by  
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The Woodlands, TX

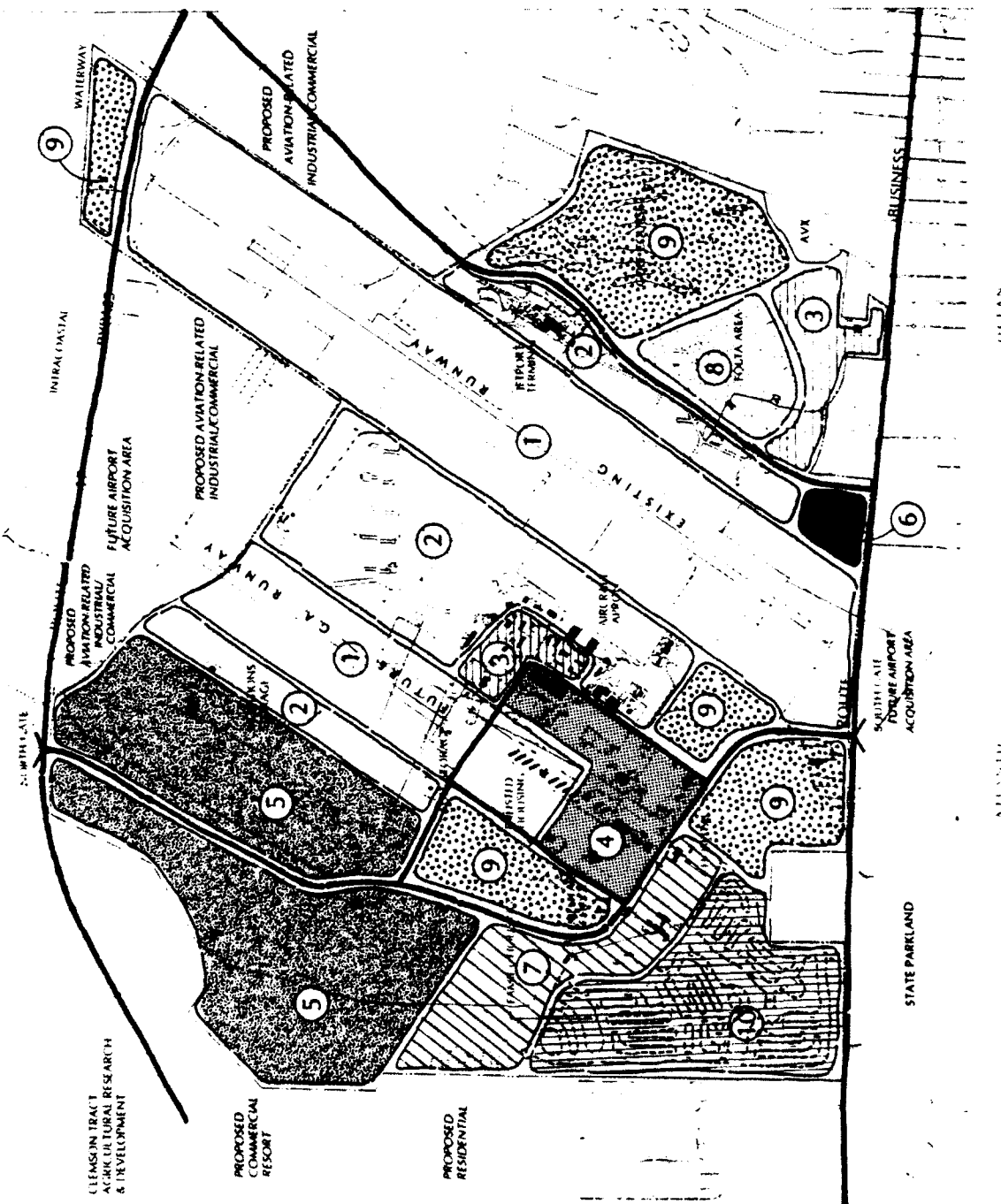


# COMMUNITY REDEVELOPMENT PLAN

1	Airfield
2	Airfield Operations/Aviation-related Industrial
3	Light Industrial
4	Mixed Use
5	Commercial/Resort
6	Commercial
7	Education/Medical
8	Air Museum/Light Industrial
9	Recreation/Open Space
10	Residential

MYRTLE BEACH EXECUTIVE COMMITTEE  
South Carolina Interstate Race Development Commission

EDAW, Inc.  
14000 E. Harvard Ave.  
Denver, CO 80231  
Tel: 303/751-7000  
Fax: 303/751-7001



**Table 1: Proposed Uses Potentially Accommodated in MBAFB Interim Plan**

<u>Use</u>	<u>Sponsor</u>
<b>Aviation-related and Industrial:</b> <ul style="list-style-type: none"> <li>• Myrtle Beach Jetport</li> <li>• Electronics Component Manufacturing</li> <li>• Materials Application Research Center</li> <li>• Aircraft Maintenance</li> <li>• Regional Airline</li> <li>• National Guard Facilities</li> <li>• Mail Processing Facility</li> <li>• Vehicle Maintenance</li> <li>• Trucking Storage and Maintenance</li> <li>• Business Incubator</li> </ul>	Horry County Dept. of Airports/FAA AVX AVTEK Corporation Multiple Sponsors (JJ&W Aircraft Services Warplanes, Inc., Air Museum) Robert Olivieri South Carolina National Guard U.S. Postal Service Coastal Rapid Public Transit Authority Gabler Trucking, Inc. S.C. University in Education Foundation
<b>Administrative:</b> <ul style="list-style-type: none"> <li>• Office Building(s)</li> <li>• DoL/DoD Transition Training Center</li> <li>• Reserves Training Center</li> <li>• Regional Post Office</li> </ul>	U.S. Geological Survey Myrtle Beach Civil Air Patrol Grand Strand Family YMCA American Red Cross U.S. Soccer Federation Chicora-Siouan Indian People City of Myrtle Beach Parks & Recreation Dept. Dept. of Labor/Dept. of Defense U.S. Army Reserves U.S. Postal Service
<b>Education/Institutional:</b> <ul style="list-style-type: none"> <li>• Higher Education Center</li> <li>• Hospital/Clinic</li> <li>• Drug and Alcohol Abuse Treatment Facility</li> <li>• Fire Department Facility</li> </ul>	Grand Strand Higher Education Center Multiple Sponsors (Britton's Neck Health Care Assoc., private doctors) Horry County Commission on Alcohol & Drug Abuse City of Myrtle Beach Fire Dept.
<b>Tourism:</b> <ul style="list-style-type: none"> <li>• Theme Park and Commercial Resort</li> <li>• Air Museum</li> </ul>	Timberland Properties, Inc. Air & Space Education Museum
<b>Recreation:</b> <ul style="list-style-type: none"> <li>• Playing Fields</li> <li>• Recreation Complex</li> <li>• Public Boat Ramp</li> <li>• Family Campground</li> <li>• Golf Course</li> </ul>	Multiple Sponsors (City of Myrtle Beach, U.S. Soccer Federation, Grand Strand Family YMCA, Finesse International Soccer) Multiple Sponsors (City of Myrtle Beach Parks & Recreation Dept.; U.S. Army, Ft. Jackson, SC) City of Myrtle Beach Parks & Recreation Dept. S.C. Parks, Recreation & Tourism Multiple Sponsors (City of Myrtle Beach, AVX, Divine Properties, Jordan Properties, US Army)
<b>Housing:</b> <ul style="list-style-type: none"> <li>• Student /Faculty Housing</li> <li>• Retirement Housing</li> </ul>	Grand Strand Higher Education Center Private Sponsors

Note: Where multiple sponsors are listed, requests involve the same facilities. Uses listed include property requests received as of December 1, 1992.

Source: MBAFB Redevelopment Task Force

---

CHAPTER ONE



## **1.0 Introduction**

### **1.1 BACKGROUND**

Myrtle Beach Air Force Base (MBAFB) has been designated for closure as a result of provisions contained within the National Defense Authorization Act for Fiscal Year 1991 (Title XXIX of Public Law 101-510). The closure date set for MBAFB is March, 1993.

In response to the closure designation for MBAFB and other potential base closure and realignment actions for military sites in the state of South Carolina, the Governor created the South Carolina Defense Base Development Commission. The purpose of this Commission is to "conduct comprehensive studies of issues pertinent to military base closures, force reductions, conversions, redevelopment and future uses of bases." An Executive Committee of Commission representatives from the Myrtle Beach area was formed to oversee studies and issues related to Myrtle Beach AFB including the selection of the contractor and preparation of the Community Redevelopment Plan for MBAFB. The Executive Committee has held a series of meetings on this subject and has established a volunteer Redevelopment Task Force of community leaders divided into 10 subcommittees to investigate and report on separate issues related to the base closure. The membership of the Executive Committee and subcommittees is provided in Table 1-1. Minutes of the Executive Committee meetings and subcommittee reports on base closure issues are available for review at the Base Redevelopment Office in Building # 500 at MBAFB.

### **1.2 PURPOSE OF THE STUDY**

The purpose of this report is to present the recommended Redevelopment Plan for Myrtle Beach AFB as established by the Myrtle Beach Redevelopment Task Force. This plan represents the community's interests in reuse of the base property particularly as they meet the long-term goals and objectives for growth and development along the Grand Strand area. The plan was developed based on recommendations for military base reuse planning from the Office of Economic Adjustment (OEA) within the Department of Defense. The process used during the course of the study is diagrammed in Figure 1-1. EDAW, Inc. from Alexandria, Virginia was the prime contractor of the reuse consultant team involved in this process and is responsible for the material contained within this document.

**Table 1-1**  
**Myrtle Beach Redevelopment Task Force Members**

Executive Committee:

Colonel Edsel DeVille, Chairperson  
Jim Creel  
Paul Creel  
Robert Grissom  
William Sigmon  
James Clemmons  
Harold Cushman  
Birney Blind, Ex-officio Member  
Jack Walker, Ex-officio Member

Economic Development:

Don Leonard  
Craig Wall  
Kent Sharples, Chairperson  
Dick Rosen  
David Bishop  
Jack Hutchinson

Health & Welfare:

Buddy Sasser  
Bruce Rush  
Jim Madory  
Bill Roberts, Chairperson  
Larry Paul  
Jim Zoller  
Bill Bogache

Airport:

Mike Leahy  
Eugene Dorman, Chairperson  
Donald Hardee  
Bill Brown  
Carl Ellington  
Jim Van Osdell

Human Resources:

John Gandy, Chairperson  
Harold Hinson  
George Adams  
Hazel Hatchell  
Winston Barr

Base Planning:

Bill Pritchard  
Clyde Port  
Ballou Skinner  
Rachel Broadhurst, Chairperson  
Matthew Brittain

Transportation:

Samuel Frink  
Lee Burner, Chairperson  
Harold Tadlock  
Bill Benson

Education & Training:

Doug Wendel  
Peter Barr  
Eula Pressley  
Danny Issac, Chairperson

Retirees:

Al Tirrell  
Oliver Benton  
Jerry Thompson  
Jones Bolt, Chairperson  
Hal Hobbs

Special Tasking:

Ralph Panzrino, Chairperson  
Betty Martin  
Jessie Ward  
Gene Stroman  
David Stradinger

Special Projects:

Ed Shaw  
Dan Gray, Chairperson  
Calvin Gilmore  
Roger Sorenson  
Sylvia Leviner  
Walter Wylie



As shown in Figure 1-1, the planning process consists of five major components:

1. Data Collection and Analysis
2. Preparation of Preliminary Reuse Alternatives
3. Evaluation of Reuse Alternatives
4. Preparation of a Recommended Reuse Plan
5. Preparation of an Implementation Strategy

These steps have been conducted with Executive Committee interaction at each step. In addition, the draft redevelopment plan was presented to the public and made available for review and comment during the summer and fall of 1992. The Final Redevelopment Plan, which incorporates these comments, is contained in this document. Additional implementation information will be provided as a supplement to the recommendations contained in this report. The tasks and schedule used for completion of the Redevelopment Plan are provided in Figure 1-2.

### 1.3 REPORT CONTENTS

The report contained herein provides background data and planning documentation supporting the recommended plan for Myrtle Beach AFB. The report consists of five sections as follows:

1. Introduction
2. Regional Setting: The documentation of the physical and socio-economic characteristics of the Myrtle Beach area which directly influence redevelopment of the base.
3. Redevelopment Alternatives: A discussion of alternative uses being considered for redevelopment of the base, as well as on-base facilities, which are available for reuse.
4. Recommended Redevelopment Plan: The consultant team's recommended redevelopment strategy and land use plan for the air base.
5. Implementation Program: The consultant's recommended management structure to implement the redevelopment strategy. Finalized property acquisition and disposition recommendations will be provided separately as a supplement to this document.

Figure 1-1: Planning Process

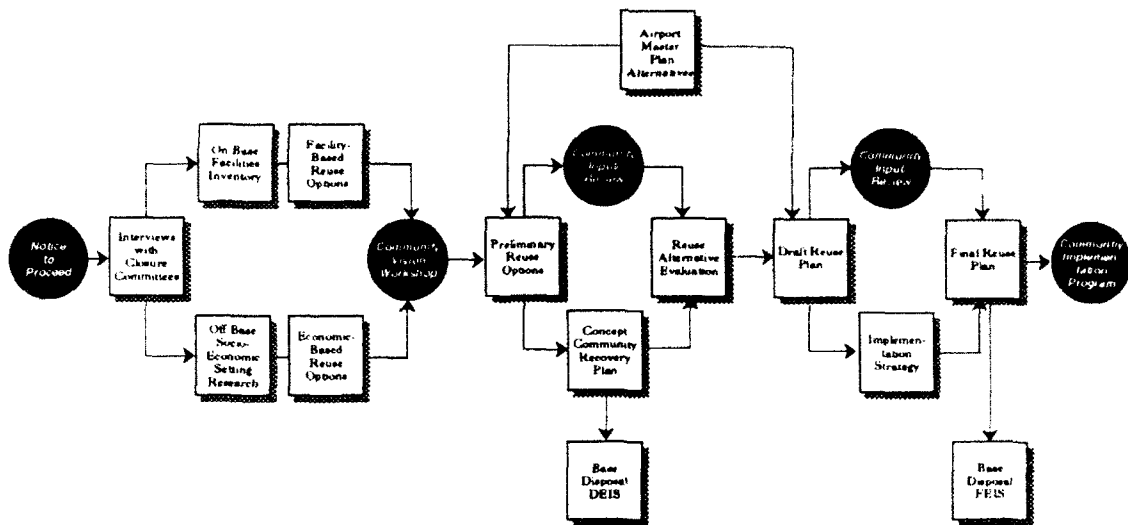
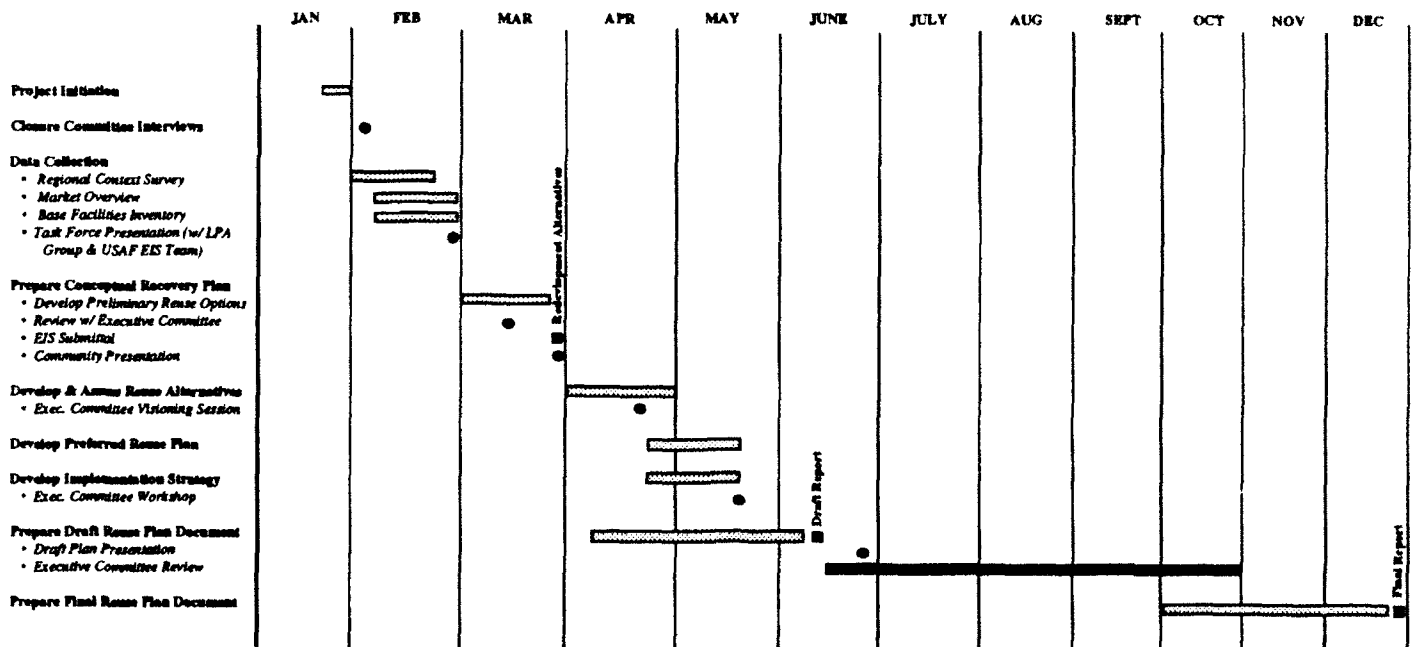


Figure 1-2: Project Schedule



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CHAPTER TWO



## **2.0 Regional Setting**

## **2.1 PHYSICAL CONTEXT**

### **2.1.1 Location and Access**

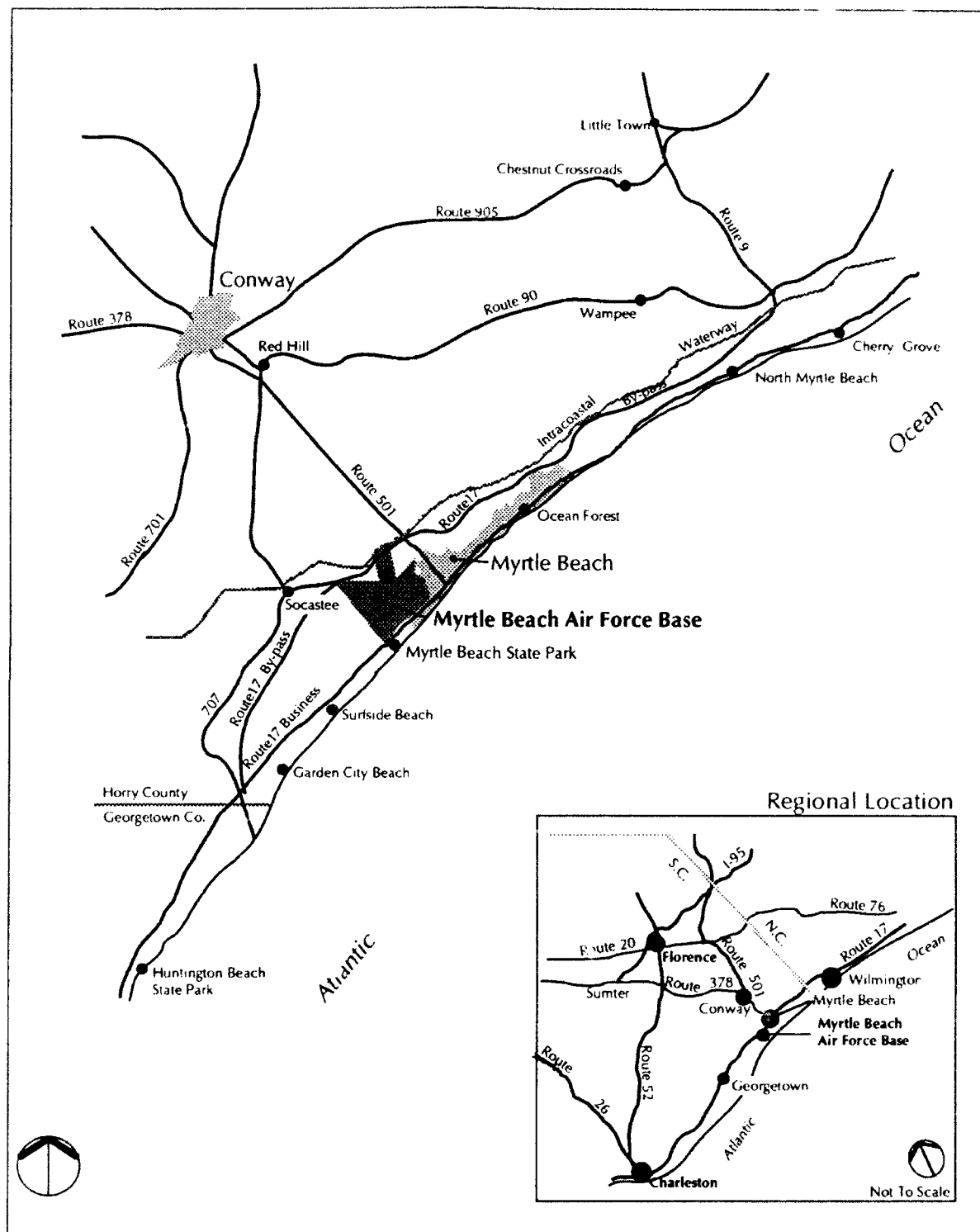
Myrtle Beach AFB is located within the city limits of Myrtle Beach in southeastern Horry County, South Carolina (see Figure 2-1). The base is bordered by U.S. 17 Bypass and U.S. 17 Business and lies within the Grand Strand, which is a 60 mile beach-front resort area extending from the North Carolina border south to Georgetown, South Carolina.

Access to the base property is via either U.S. 17 Bypass on the west side of the base or U.S. 17 Business on the east side. U.S. 17 continues north and south connecting all the communities along the Grand Strand. The major highway connecting Myrtle Beach to points west is U.S. 501. This road passes through Conway, which is the county seat for Horry County, and connects to Interstate 95 approximately 55 miles from Myrtle Beach.

The distance from an interstate highway and other major north-south transportation routes limits the potential for major industrial development within the Grand Strand, except for specialized manufacturing activities which do not depend on direct interstate highway access for product delivery. State Highways 707 and 544 to the west and south of the air base property, respectively, also provide connections to points west.

Myrtle Beach AFB is a joint-use airport with military and civilian aircraft sharing the runway. The Myrtle Beach Jetport is located on the north side of the runway and provides commercial airport facilities for five commercial passenger airlines, three cargo airlines and various charter companies. Currently, the airport does not provide general aviation facilities. These facilities are provided at the Grand Strand Airport in North Myrtle Beach and at the Conway-Horry County Airport outside of Conway. Detailed information on aviation services for the Grand Strand is provided in the 1986 *Horry County Airport System Plan* prepared by the LPA Group for the Horry County Department of Airports, as well as in the *Airport Master Plan* which is currently being prepared by the LPA Group for the Department of Airports with funding provided in part by the Federal Aviation Administration (FAA).

Myrtle Beach AFB is not located near the single railroad line which services Myrtle Beach, operated by the Waccamaw Coastline Railroad Company. Rail service, therefore, will not be available for redevelopment of the air base property.



**Myrtle Beach Air Force Base  
Location Map**

**Figure 2-1**

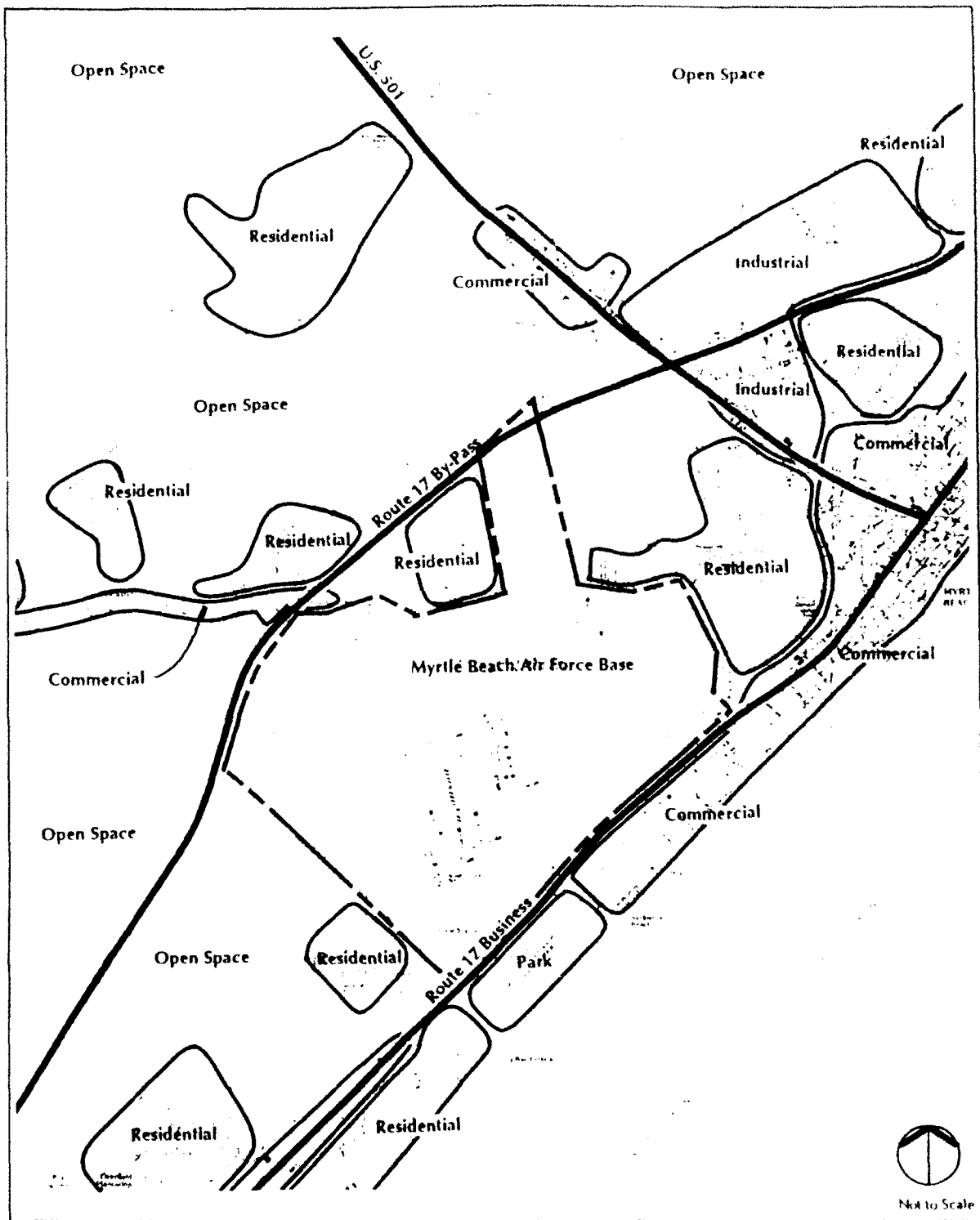
The Intracoastal Waterway is located just north and west of the base property. A portion of the MDAFB property located at the north end of the airport runway borders the Waterway. The Waterway is an important dividing element between the beachfront resort area to the east and the predominantly agricultural (and suburbanizing) area to the west. Access to the land area west of the waterway requires either a drawbridge or elevated bridge allowing boat traffic to pass freely along the Waterway.

#### **2.1.2 Land Use and Zoning**

The land use within vicinity of MDAFB consists primarily of commercial, residential and undeveloped land (see Figure 2-2). The base property is located at the south end of the City in an area which only recently has begun to experience development pressures comparable to other portions of the beachfront. Retail commercial development is located along both U.S. 17 Business and U.S. 17 Bypass adjacent to the base property. Residential subdivision developments are located within close proximity to the property, some of which are trailer home developments. Myrtle Beach State Park, which is operated by the South Carolina Department of Parks, Recreation and Tourism, is located directly east of the base property. The east edge of the property is less than 1/2 mile from the Atlantic Ocean. Much of the land area to the west of the base is undeveloped woodlands. A major tract of this undeveloped land is owned by Clemson University and was acquired with intentions to support future agricultural research and education programs.

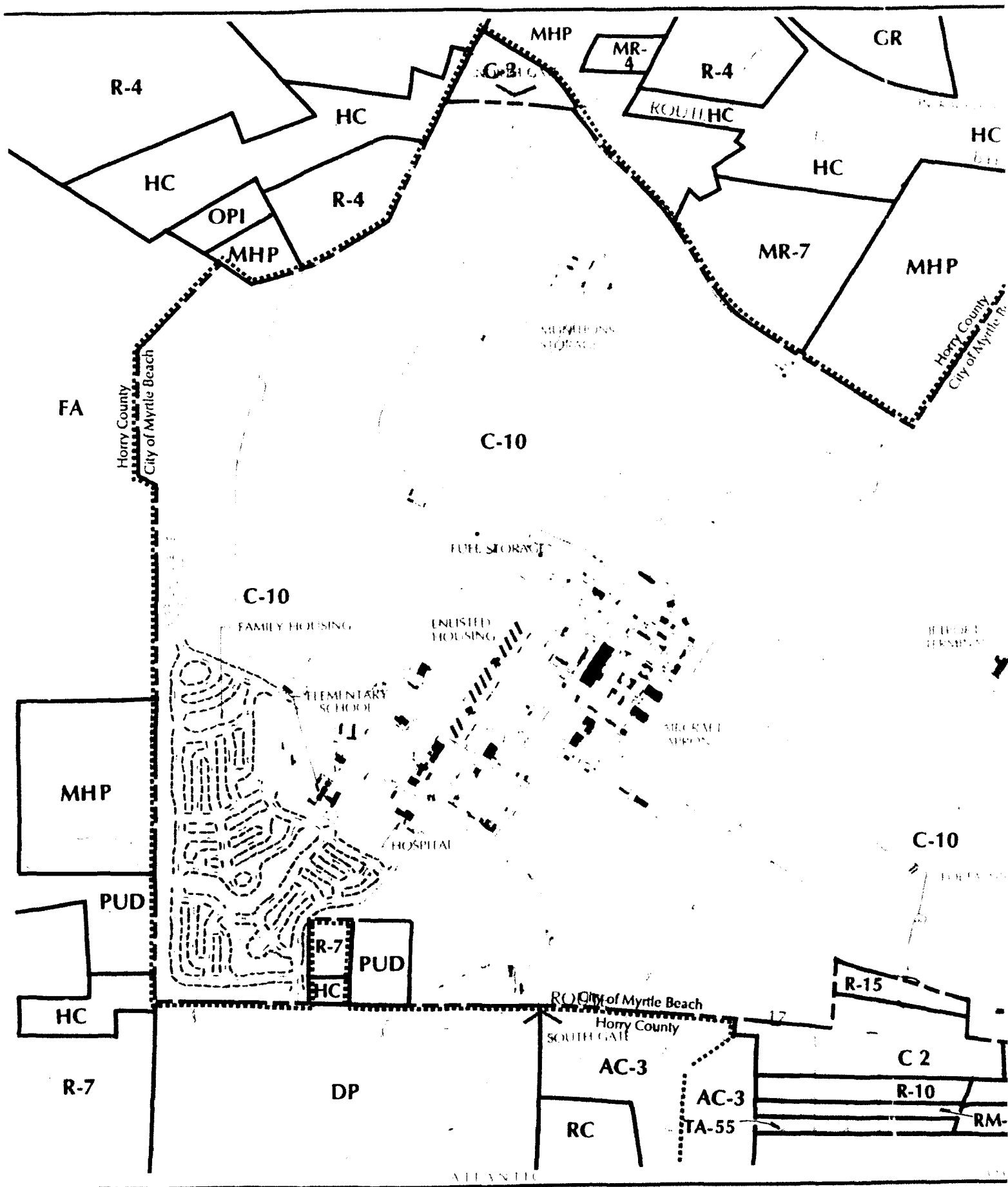
Land use controls for the land area surrounding the base are determined by the City of Myrtle Beach and Horry County. The base property is within the incorporated area of the City and was previously zoned C-10 (Military District). The area to the east of the property is zoned by the City, while the area to the north, west and south falls within Horry County and is zoned according to county zoning classifications. Figure 2-3 shows city and county zoning designations within vicinity of the base.

The City will be responsible for the rezoning of the base property in accordance with information contained in this report and consistent with recommendations made by the City of Myrtle Beach Planning Department. Also, both the City and the County plan to prepare updates to their respective Comprehensive Plans for the affected land areas surrounding the base.

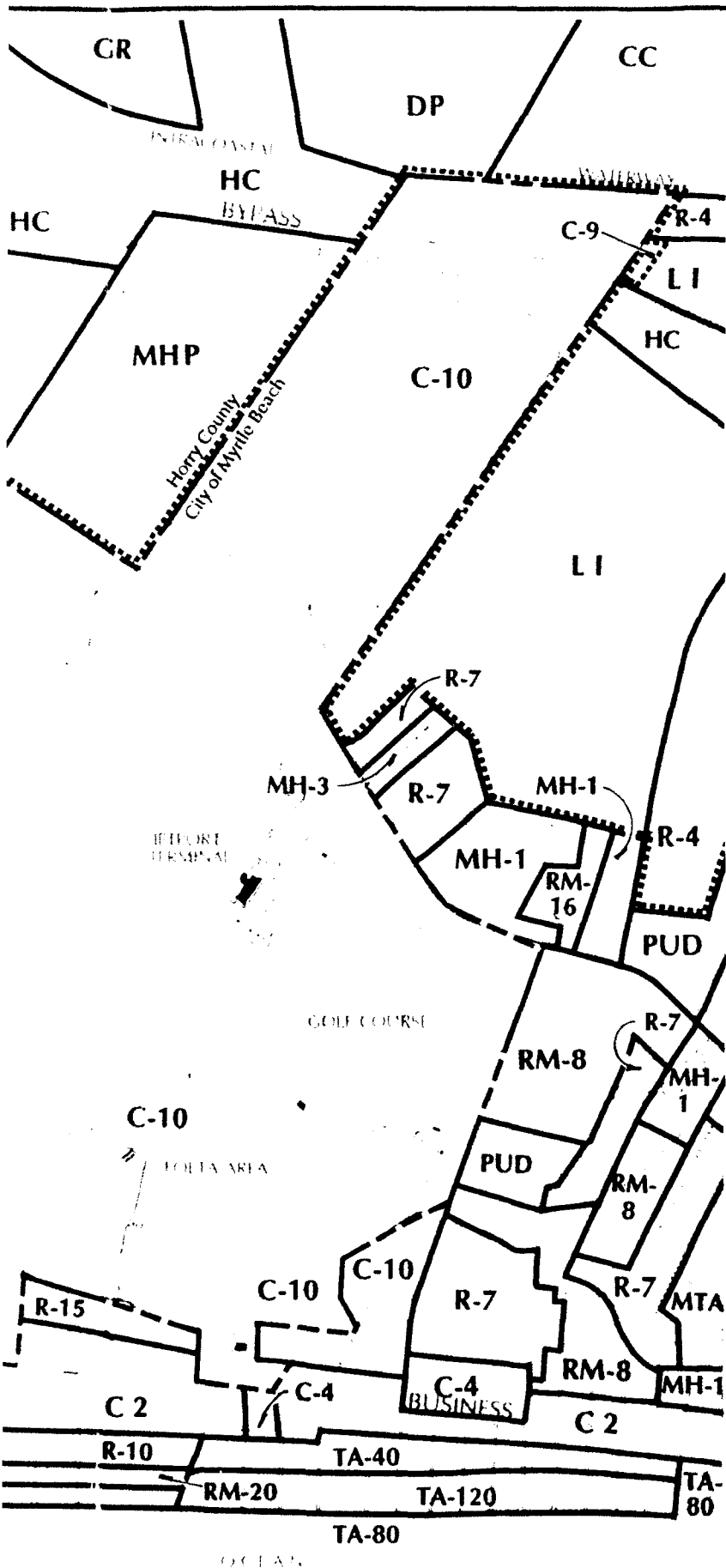


Myrtle Beach Air Force Base  
Generalized Land Use

Figure 2-2







# MYRTLE BEACH AIR FORCE BASE

## COMMUNITY REDEVELOPMENT PLAN

### Existing Zoning

#### City of Myrtle Beach Zoning Districts

R-15	One Family Residential
R-10	One Family Residential
R-7	One Family Residential
RM-8	Single Family Residential/Multi-Family Residential
RM-12	Duplex/Multi-Family Residential
RM-16	Medium Density Multi-Family Residential
RM-20	High Density Multi-Family Residential
TA-40	Transient Accommodations
TA-55	Transient Accommodations
TA-80	Transient Accommodations
TA-120	Transient Accommodations
AC-1	Accommodations Commercial
C-1	Central Commercial
C-2	Highway Commercial
C-3	General Commercial
C-4	Neighborhood Commercial
C-5	Special Neighborhood Commercial
C-9	Commercial Trade
C-10	Military District
MH-1	Mobile Home Park
MH-3	Mobile Home, Single Family
MTA	Mobile Transient Accommodations
PUD	Planned Unit Development

#### Horry County Zoning Districts

FA	Forest Agriculture
R-1, R-2, R-4, MR-4, R-7, MR-7	Single Family Residential
GR	General Residential
RC	Resort Commercial
NC	Neighborhood Commercial
CC	Community Commercial
HC	Highway Commercial
AC	Amusement Commercial
OP	Office Professional
LI	Limited Industrial
HI	Heavy Industrial
MHP	Mobile Home Park
DP	Destination Park
PUD	Planned Unit Development

Prepared for:

### MYRTLE BEACH EXECUTIVE COMMITTEE

South Carolina Defense Base Development Commission

Prepared by:

**EDAW, Inc.**  
Economics Research Associates  
DDC Engineers, Inc.  
The Wordsmith, Inc.



Figure 2-3

## **2.2 SOCIO-ECONOMIC CONTEXT**

The United States Air Force anticipates that closing the Myrtle Beach Air Force Base will generate social and economic impacts for a large region encompassing communities in both South and North Carolina. The Air Force Draft EIS (July 1990) defined a region of influence (ROI) comprising the following counties: Horry, Georgetown, Williamsburg and Marion Counties in South Carolina and; Brunswick and Columbus Counties in North Carolina. However, the Horry County population and economy is anticipated to undergo the greatest structural transition attributable to the base closure.

This section of the document presents an analysis of current demographic characteristics exhibited by Horry County residents and a description of the current structure of the Horry County economy. Both the demographic and economic base analyses are presented within the broader context of the regional impact area identified by the Air Force.

### **2.2.1 Local/Regional Demographics**

#### **2.2.2.1 Population**

Horry County's population increased substantially during the 1980s, growing from approximately 101,400 residents in 1980 to more than 144,000 residents in 1990. This increase of approximately 42,600 persons represents a 42 percent expansion during the decade, or a 3.6 percent annual rate of change. Growth in Horry County between 1980 and 1990 significantly outpaced that of the state. During the 1980s, a net total of approximately 364,900 people moved to South Carolina, expanding the population by 11.7 percent, or approximately 1.1 percent annually. Table 2-1 presents data on the population shifts which took place during the 1980s in the five county region relative to the state. While Horry County attracted by far the most new residents, Brunswick County, North Carolina experienced a comparable rate of growth, although its population expansion represented only about 15,000 new residents.

Within Horry County, some communities grew faster than others. As shown in Table 2-2, Socastee's growth rate approached 900 percent and accounted for 22 percent of the County's population expansion. Similarly, new residents in Conway and Myrtle Beach each accounted for roughly 15 percent of Horry County's growth. (Note: Some population shifts may be attributable to annexations.) None of the Horry County communities tracked by the U.S. Census Bureau lost population.

**Table 2-1 MYRTLE BEACH AIR FORCE BASE AREA OF INFLUENCE  
POPULATION TRENDS: 1980 - 1990**

<u>Jurisdiction</u>	<u>1980 Population</u>	<u>1990 Population</u>	<u>1980 - 1990 Change</u>		<u>Annual Rate of Change</u>
			<u>Number</u>	<u>Percent</u>	
Horry County	101,419	144,053	42,634	42.04%	3.57%
Georgetown County	42,461	46,302	3,841	9.05%	0.87%
Grand Strand Sub-Total	143,880	190,355	46,475	32.30%	2.84%
Williamsburg County, SC	38,226	36,815	(1,411)	-3.69%	-0.38%
Marion County, SC	34,179	33,899	(280)	-0.82%	-0.08%
Brunswick County, NC	35,777	50,985	15,208	42.51%	3.61%
Columbus County, NC	51,037	49,587	(1,450)	-2.84%	-0.29%
Other Counties Sub-Total	159,219	171,286	58,542	19.31%	1.78%
<b>TOTAL</b>	<b>303,099</b>	<b>361,641</b>	<b>58,542</b>	<b>19.31%</b>	<b>1.78%</b>
South Carolina	3,118,700	3,483,600	364,883	11.7%	1.1%

Sources: U.S. Department of Commerce Bureau of the Census and  
Economics Research Associates

**Table 2-2 HORRY COUNTY POPULATION TRENDS: 1980 - 1990**

<u>Jurisdiction</u>	<u>1980 Population</u>	<u>1990 Population</u>	<u>1980 - 1990 Change</u>		<u>Annual Rate of Change</u>
			<u>Number</u>	<u>Percent</u>	
Atlantic Beach	NA	446	NA	NA	NA
Aynor	NA	470	NA	NA	NA
Briarcliffe Acres	NA	552	NA	NA	NA
Conway	10,240	16,953	6,713	65.56%	5.17%
Garden City	NA	6,305	NA	NA	NA
Little River	NA	3,470	NA	NA	NA
Myrtle Beach	18,446	24,848	6,402	34.71%	3.02%
North Myrtle Beach	3,960	8,636	4,676	118.08%	8.11%
Socastee	1,082	10,426	9,344	863.59%	25.43%
Surfside Beach	2,522	3,835	1,323	52.46%	4.31%
Other /1	65,160	68,102	2,942	4.52%	0.44%
<b>TOTAL</b>	<b>101,419</b>	<b>144,053</b>	<b>42,634</b>	<b>42.04%</b>	<b>3.57%</b>

/1 Includes NA Areas above.

Sources: U.S. Department of Commerce Bureau of the Census, Horry County Chamber of Commerce and Economics Research Associates

Table 2-3 shows how the distribution of the area of influence population by age cohorts compares to an age breakdown of the population of the State of South Carolina. Note that the median age of Horry County residents, at 33.8 years, is nearly two years greater than South Carolina's median of 32.0 years, reflecting Horry County's role as a popular retirement community. A close look at the age cohort data shows that Horry County features a higher proportion of residents in the 55 - 74 age brackets, but falls short of the state level for those 85 and older. As the retirement population continues to age, Horry County's median age is likely to rise faster than the state's. Horry County has a comparatively large number of residents in the household and family formation years: about 18 percent are between the ages of 25 and 34. By contrast, Horry County also includes comparatively few children in the under 5 and 5-17 age brackets. This probably reflects the influence of the Air Force Base and the area colleges on the population characteristics: the other counties have neither residential colleges nor large scale military facilities. Both North Carolina counties' populations are substantially older than are residents of the four South Carolina counties.

#### **2.2.1.2 Racial and Ethnic Characteristics**

Within the region the dominant racial and ethnic groups are whites and blacks. As shown in Table 2-4, other ethnic groups comprise less than one percent of any county's population with the exception of Columbus County, North Carolina where Native Americans comprise 2.8 percent of the population. A greater proportion of Horry County residents are white than in the State of South Carolina as a whole. While whites comprise 69 percent of South Carolina's population, they make up over 81 percent of Horry County's population. In contrast, just 17.5 percent of Horry County residents selected "black" on the 1990 census questionnaire, versus nearly 30 percent of the State's population. Georgetown, Marion and Williamsburg Counties are more racially diverse.

#### **2.2.1.3 Household Characteristics**

Table 2-6 sets forth basic household statistics for the MBAFB area of influence relative to those for South Carolina. Note that a higher proportion of Horry County households are "non-family" households, that is, the people sharing living quarters are unrelated by blood or marriage. In Horry County, 38.1 percent of all households are married couples with no children as compared to 34.4 percent for the State of South Carolina, which probably results from the influence of the retiree community's demographics. In general, a greater proportion of households in the other counties are also families, including married couples with children. Rates for single parent homes are also higher, exceeding 16 percent of all households in Marion County.

**Table 2-3 MYRTLE BEACH AIR FORCE BASE AREA OF  
INFLUENCE: 1990 COUNTY BY COUNTY AGE DISTRIBUTION**

<u>Age Cohort</u>	<u>Horry County</u>	<u>Georgetown County</u>	<u>Marion County</u>	<u>Williamsburg County</u>	<u>Brunswick County, NC</u>	<u>Columbus County, NC</u>	<u>South Carolina</u>
Under 5	6.6%	7.7%	7.4%	7.9%	6.5%	6.8%	7.4%
5 - 17	17.2%	22.1%	23.8%	24.7%	17.1%	20.7%	19.0%
18 - 20	4.2%	4.2%	4.4%	5.0%	3.7%	4.2%	5.3%
21 - 24	6.2%	4.8%	4.8%	5.2%	4.9%	4.8%	6.3%
25 - 34	17.8%	14.9%	14.2%	13.7%	14.8%	14.7%	17.0%
35 - 44	14.7%	14.7%	14.8%	14.1%	14.1%	14.5%	15.0%
45 - 54	10.3%	9.6%	9.7%	9.1%	11.8%	11.1%	10.2%
55 - 59	5.0%	4.3%	4.2%	4.1%	6.0%	5.1%	4.3%
60 - 64	5.3%	4.7%	4.3%	4.1%	6.6%	4.7%	4.1%
65 - 74	8.8%	8.6%	7.7%	7.5%	10.3%	8.2%	7.1%
75 - 84	3.2%	3.6%	3.9%	3.6%	3.6%	4.2%	3.4%
85 and Over	0.7%	0.7%	0.9%	1.0%	0.8%	1.0%	0.9%
Total	100%	100%	100%	100%	100%	100%	100%
Median Age	33.8	32.7	32.0	30.6	37.1	34.3	32.0

Sources: U.S. Department of Commerce Bureau of the Census and  
Economics Research Associates

**Table 2-4 MYRTLE BEACH AIR FORCE BASE AREA OF INFLUENCE:  
1990 COUNTY BY COUNTY RACIAL/ETHNIC HERITAGE COMPARISON**

<u>Racial/ Ethnic Heritage</u>	<u>Horry County</u>	<u>Georgetown County</u>	<u>Marion County</u>	<u>Williamsburg County</u>	<u>Brunswick County, NC</u>	<u>Columbus County, NC</u>	<u>South Carolina</u>
White	81.3%	56.5%	44.7%	35.6%	81.1%	66.3%	69.0%
Black	17.5%	43.2%	54.6%	64.2%	18.1%	30.6%	29.8%
Asian, Pac. Islands	0.8%	0.1%	0.4%	0.1%	0.2%	0.1%	0.6%
Am. Ind/Esk/Aleut	0.2%	0.1%	0.3%	0.0%	0.5%	2.8%	0.2%
Other	0.2%	0.1%	0.1%	0.1%	0.2%	0.2%	0.3%
Hispanic Origin	0.9%	0.4%	0.3%	0.4%	0.7%	0.5%	0.9%

Sources: U.S. Department of Commerce Bureau of the Census and Economics Research Associates

Average household sizes across the region are quite consistent, with the notable exception of Williamsburg County's 3.0 people per household. Horry County households average 2.5 residents, in contrast to the state average of 2.7 people. This variation can be attributed to the higher proportion of older, "empty nester" adults.

#### **2.2.1.4 Income**

Figures for all Horry County and South Carolina households appear arrayed by income bracket in Table 2-7. An examination of the table shows that Horry County has proportionately more households in every income bracket under \$35,000 than does the State of South Carolina, with the exception of very poor households with incomes under \$5,000 per year.

Summary statistics for the Myrtle Beach Air Force Base area of influence appear in Table 2-8. Horry County's aggregate income is over three times as large as that generated by any of the other counties. The comparative statistics also reveal that Horry County residents enjoy slightly higher per capita incomes, at \$12,315 per year than do the state's inhabitants as a whole, at \$12,262. However, both average household income (the sum of all household incomes divided by the number of households) and median household income (the income of the household which earns more than half and less than half of all households) for Horry County are about \$2,000 and \$3,000 lower than state levels, respectively. This apparent contradiction reflects Horry County's smaller average household size. Per capita income for Horry County also substantially exceeds that available to the residents of the other counties, especially Williamsburg (\$8,305) and Marion (\$8,927) counties and neighboring Georgetown County (\$10,913). Similarly, average household income in Horry County, at \$30,643, is the highest in the region, although Georgetown County's is just \$150 lower at \$30,493. For median household income the reverse holds true; Georgetown County's median household income, at \$24,322 is \$63 higher than is Horry County's at \$24,259.

#### **2.2.2 Regional Economic Characteristics**

This section describes Horry County's economic, housing and labor force characteristics. Statistics for Horry County are compared to those for the State of South Carolina and the counties which comprise the area of regional economic impact as identified by the Air Force.

**Table 2-5 1990 POPULATION LIVING IN GROUP QUARTERS  
MYRTLE BEACH AIR FORCE BASE AREA OF INFLUENCE**

<u>Jurisdiction</u>	<u>Nursing Homes</u>	<u>Colleges/ Universities</u>	<u>Military, Prisons/Jails &amp; Other</u>	<u>Total</u>	<u>Percent of Population</u>
Horry County	377	136	3,050	3,563	2.5%
Georgetown Co.	102	0	103	205	0.4%
Williamsburg Co.	105	0	50	155	0.4%
Marion Co.	167	0	98	265	0.8%
Brunswick Co.	276	0	212	488	1.0%
Columbus Co.	381	0	253	634	1.3%
South Carolina	18,228	35,488	62,827	116,543	3.3%

Sources: U.S. Department of Commerce Bureau of the Census and  
Economics Research Associates

**Table 2-6 MYRTLE BEACH AREA OF INFLUENCE:  
1990 HOUSEHOLD CHARACTERISTICS**

<u>Household Characteristic</u>	<u>Horry County</u>	<u>Georgetown County</u>	<u>Marion County</u>	<u>Williamsburg County</u>	<u>Brunswick County</u>	<u>Columbus County</u>	<u>South Carolina</u>
Family Households							
Married Couples w/Children	72.5%	77.0%	75.6%	77.5%	76.2%	74.5%	73.8%
Male Householder w/ Children	25.2%	29.5%	27.0%	30.4%	25.4%	28.2%	28.2%
Female Householder w/Children	1.6%	1.8%	1.7%	1.8%	1.7%	1.7%	1.7%
	7.6%	10.8%	16.1%	14.8%	6.8%	9.8%	9.5%
Non-Family Households							
Single Householders	27.5%	23.0%	24.4%	22.5%	23.8%	25.5%	26.2%
Other Non-Family Households	22.3%	20.6%	22.6%	21.1%	21.1%	23.6%	22.4%
	5.2%	2.4%	1.8%	1.4%	2.7%	1.9%	3.9%
Average Household Size							
	2.5	2.5	2.5	3.0	2.5	2.7	2.7

Sources: U.S. Department of Commerce Bureau of the Census and Economics Research Associates

**Table 2-7 1991 Horry County Household Incomes  
AS COMPARED TO SOUTH CAROLINA**

Income Range	Horry County /1		South Carolina/2	
	Households	Percent	Households	Percent
Less than \$7,500	6,830	11.7%	155,616	12.0%
\$ 7,500 - \$ 9,999	3,062	5.2%	65,919	5.1%
\$ 10,000 - \$ 14,999	7,116	12.2%	128,527	10.0%
\$ 15,000 - \$ 19,999	6,823	11.7%	127,001	9.8%
\$ 20,000 - \$ 24,999	6,128	10.5%	120,307	9.3%
\$ 25,000 - \$ 29,999	5,688	9.8%	110,861	8.6%
\$ 30,000 - \$ 34,999	4,543	7.8%	99,996	7.7%
\$ 35,000 - \$ 39,999	3,722	6.4%	91,627	7.1%
\$ 40,000 - \$ 49,999	5,426	9.3%	144,671	11.2%
\$ 50,000 - \$ 74,999	5,794	9.9%	170,346	13.2%
\$ 75,000 - \$ 99,999	1,538	2.6%	43,723	3.4%
\$100,000 - \$149,999	1,231	2.1%	22,774	1.8%
\$150,000 - \$199,999	243	0.4%	5,560	0.4%
\$200,000 - \$249,999	95	0.2%	2,124	0.2%
\$250,000 - \$499,999	81	0.1%	2,299	0.2%
\$500,000 and Over	10	0.0%	369	0.0%

/1 Presume expansion to 58,330 households.

/2 Presumes expansion to 1,291,720 households.

Sources: National Planning Data Corporation and Economics Research Associates

**Table 2-8 1991 HOUSEHOLD INCOME STATISTICS  
MYRTLE BEACH AIR FORCE BASE AREA OF INFLUENCE**

<u>Jurisdiction</u>	<u>Aggregate Income (Millions)</u>	<u>Per Capita Income</u>	<u>Average Household Income</u>	<u>Median Household Income</u>
Horry County	\$1,825.8	\$12,315	\$30,643	\$24,259
Georgetown Co.	\$512.6	\$10,913	\$30,493	\$24,322
Williamsburg Co.	\$305.2	\$8,305	\$24,896	\$20,288
Marion Co.	\$303.1	\$8,927	\$25,482	\$19,376
Brunswick Co.	\$592.9	\$11,274	\$27,977	\$22,589
Columbus Co.	\$495.7	\$10,004	\$26,206	\$19,547
South Carolina	\$43,297.0	\$12,262	\$32,968	\$27,008

Sources: National Planning Data Corporation and  
Economics Research Associates



### 2.2.2.1 Labor Force and Unemployment Rates

Between 1990 and 1991, South Carolina's labor force contracted by approximately 1,000 people, declining 0.1 percent from 1,720,400 to 1,719,400 people. This shrinkage occurred despite a population gain of almost 91,000 people during the same time period. As shown in Table 2-9, both the Horry County and Myrtle Beach labor forces expanded during this time period. The City of Myrtle Beach's labor force grew by approximately 250 people, or 2.0 percent. The Horry County labor force expanded at a greater rate; roughly 1,900 people joined the labor force for an increase of 2.7 percent. In comparison, the population growth which took place between 1990 and 1991 in Horry County totaled approximately 6,400 persons, an increase of 4.5 percent. Once again, the area's popularity with retirees probably accounts for much of the discrepancy in expansion rates.

Table 2-10 compares unemployment rates for Myrtle Beach, Horry County and the State of South Carolina for 1990 and 1991. For all three jurisdictions, unemployment rates have increased during the preceding year. As the table reveals, both Horry County and Myrtle Beach residents have been and are currently unemployed at greater rates than are residents of South Carolina as a whole. Unemployment for the state increased from 5.5 percent to 6.4 percent between December 1990 and December 1991. During the same time period, unemployment in Horry County expanded from 10.4 percent to 12.5 percent, nearly double the state's level. As a result, unemployed residents of Horry County comprise 8.2 percent of the total unemployment for South Carolina, while the population equals just 4.1 percent of the state's. Myrtle Beach fared somewhat better but still under-performed the state. Unemployment in the city grew from 7.4 percent to 8.9 percent between 1990 and 1991. At present, 12.7 percent of the 9,090 unemployed Horry County residents live in Myrtle Beach, which is home to 17.3 percent of the County's population.

Horry County's unemployment rate exceeds those for all influence area counties except Brunswick County, North Carolina. To some extent, the unemployment in the county is hurt by the seasonality of the main industry -- tourism -- which becomes negligible during the winter. Unemployment rates for Williamsburg, South Carolina and Columbus County, North Carolina are the lowest of the group, at 8.9 percent and 9.2 percent, respectively. All five counties' unemployment rates vastly exceed those for their respective states. North Carolina's 6.7 percent unemployment rate is slightly higher than the current 6.3 percent in South Carolina.

High unemployment rates in Myrtle Beach and Horry County can not be attributed to the retiree community. Both labor force participation and unemployment rates reflect only the population which is actively working or seeking work. Consequently, retired people do not skew employment figures.

**Table 2-9 CURRENT HORRY COUNTY LABOR FORCE SIZE**

<u>Jurisdiction</u>	Dec.	Dec.	Change 1990 - 1991	
	<u>1990</u>	<u>1991</u>	<u>Number</u>	<u>Percent</u>
Myrtle Beach	12,640	12,890	250	2.0%
Horry County	70,890	72,800	1,910	2.7%
South Carolina	1,720,400	1,719,400	(1,000)	-0.1%

Source: South Carolina Employment Security Commission and  
Economics Research Associates

**Table 2-10 CURRENT UNEMPLOYMENT RATES IN  
MYRTLE BEACH AIR FORCE BASE AREA OF INFLUENCE**

<u>Jurisdiction</u>	December 1990		December 1991	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
Myrtle Beach	940	7.4%	1,150	8.9%
Horry County	7,390	10.4%	9,010	12.5%
Georgetown County	--	--	--	10.5%
Williamsburg County	--	--	--	8.9%
Marion County	--	--	--	11.3%
Brunswick County/1	--	--	--	16.5%
Columbus County/1	--	--	--	9.2%
South Carolina	94,100	5.5%	110,500	6.4%
North Carolina/1	--	--	--	6.7%

/1 Data for January, 1992

Sources: South Carolina Employment Security Commission, Employment Security Commission of  
North Carolina and Economics Research Associates

#### **2.2.2.2 Horry County Economic Base**

Institutions employing more than 7,500 persons represent three out of the top four employers in Horry County. These institutions include the Myrtle Beach Air Force Base, Horry County School District, AVX, and Horry County government. The total number of workers employed by the twenty largest entities in Horry County in 1990 are displayed in Table 2-11. Note that hospitals and tourism-related businesses are also prominently featured.

Business activity organized by Standard Industrial Codes (SICs) and industry groups, (e.g., mining, wholesale trade, construction, manufacturing, etc.) that represent the economic base of Horry County is presented relative to the State of South Carolina and included in the Appendix. The data for Horry County show the number of establishments engaged in each SIC business category, the total number of people they employ and the percent of total non-agricultural employment each SIC represents. (Note: while the table presents the number of employees that work in Horry County, they may or may not reside there.) Total employment and percent of non-agricultural employment is shown for the State of South Carolina as well. Again, these employees may reside outside of South Carolina but cross state borders to work.

The table arrays the SIC codes for 5,026 Horry County business establishments and their 43,503 employees. Similar data is presented for 1,479,200 South Carolina employees. Highlights of these economic data include:

- Construction-related business establishments employ a higher proportion of Horry County workers than for the state as a whole; 6.8 percent of Horry County employees work in these businesses, versus just 5.5 percent for the state. In recent years, the rapid growth of the area has created demand for new housing and service-related construction, and thus higher construction employment.
- While 24.9 percent of South Carolina employees are engaged in manufacturing activities, only 12.6 percent of Horry County employees are so employed. The greatest disparities occur in the following subsectors: textiles, apparel, chemicals, fabricated metals, industrial and commercial machinery and computers, and transportation equipment. On the other hand, as a result of AVX, the electrical and electronic equipment subsector is well-represented in Horry County, employing 5.7 percent of the total versus 1.4 percent for the state. Lumber/wood products and furniture are two other sectors disproportionately represented by a percentage of employees in Horry County relative to the state.
- The Horry County and South Carolina employment proportions for the transportation, communications and utilities SIC group are quite similar, in part due to the strength of the communications subsector in Horry County.

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**Table 2-11 TOP 20 EMPLOYERS IN HORRY COUNTY - 1990**

<u>Rank</u>	<u>Employer</u>	<u>No. of Employees</u>
1.	Myrtle Beach Air Force Base	4,000
2.	Horry County School District	2,895
3.	AVX	1,589
4.	Horry County Government Workers	728
5.	Waccamaw Corporation	610
6.	Canal Industries	583
7.	Grand Strand General Hospital	580
8.	Conway Hospital	575
9.	Myrtle Beach Hilton	520
10.	Ocean Dunes/Sand Dunes Resort	500
11.	City of Myrtle Beach	468
12.	Kingston Plantation (Radisson)	425
13.	Escod Industries	407
14.	Anvil Manufacturing	400
15.	CHF Industries	390
16.	Loris Community Hospital	350
17.	Coastal Carolina College	335
18.	Conbraco Industry, Inc.	306
19.	Century II, Inc.	275
20.	Santee Cooper Electric	283

Source: The Sun News as quoted by Myrtle Beach Area Chamber of Commerce

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- Relative to South Carolina, wholesale trade of both durable and nondurable goods represents an important component of the Horry County economic base. These two subsectors represent 7.0 percent of Horry County jobs, versus 3.9 percent for the State. The large influx of tourist spending creates this characteristic.
- The proportion of retail sales jobs in Horry County is also high relative to the State of South Carolina, comprising 28.3 percent of all jobs versus 18.1 percent for the State. Note that eating and drinking establishments employ a full 10 percent of Horry County workers. This pattern is consistent with a tourism-driven economy.
- Another indicator of the predominance of tourism in Horry County is seen in the figures for SIC 70: Hotels and Other Lodging Places. These jobs represent an extremely large 13.3 percent of total employment. For the State of South Carolina, jobs categorized under this SIC code comprise a mere 1.3 percent – less than ten percent of the Horry County figure.
- The services sector of the Horry County economy is strong relative to the State of South Carolina, despite the lack of significant concentrations of office space. Employment in service represents 32 percent of the jobs in Horry County, versus 19.7 percent for the State. Note, however, that this strength in part derives from the 817 people employed in amusement and recreation services.

### **2.2.2.3 Regional Economic Base**

The distribution of jobs by major sector in each of the five counties contained within the Myrtle Beach Air Force Base area of influence, the region as a whole, the states of North and South Carolina, and the two states together are presented in Table 2-12. Only private-sector jobs are shown; agriculture and government employment have been omitted for purposes of clarity. Highlights of the data include:

- The structure of North and South Carolina's economies are quite similar although the former has a slightly greater proportion of jobs in the manufacturing sectors.
- All of the other counties' economic bases are more balanced than that of Horry County. While just 12.6 percent of Horry County's jobs are in the manufacturing sectors, all of the other counties except Brunswick exceed 30 percent and a huge percentage of jobs in Williamsburg County (nearly 65 percent) are in the manufacturing sector. As a result, a higher proportion of jobs in the other counties generate "spin-off" benefits to other sectors.

**Table 2-12 STRUCTURE OF THE ECONOMIC BASE: MYRTLE BEACH AIR FORCE BASE AREA OF INFLUENCE  
PRIVATE SECTOR, NON-AGRICULTURAL EMPLOYMENT**

Sector	Horry County, SC		Georgetown County, SC		Williamsburg County, SC		Marion County, SC		Brunswick County, NC	
	Jobs	Percent	Jobs	Percent	Jobs	Percent	Jobs	Percent	Jobs	Percent
Construction	2,953	6.9%	928	8.2%	199	1.9%	474	4.6%	872	7.7%
Manufacturing	5,433	12.6%	3,493	30.9%	6,627	64.6%	4,640	44.9%	2,610	23.0%
TCU /1	1,759	4.1%	286	2.5%	375	3.7%	379	3.7%	2,714	24.0%
Wholesale Trade	3,013	7.0%	381	3.4%	354	3.5%	915	8.9%	260	2.3%
Retail Trade	12,253	28.5%	2,815	24.9%	1,362	13.3%	1,534	14.9%	2,362	20.9%
FIRE /2	3,607	8.4%	616	5.4%	260	2.5%	581	5.6%	747	6.6%
Services	13,922	32.4%	2,454	21.7%	1,066	10.4%	1,775	17.2%	1,762	15.6%
Other	16	0.0%	341	3.0%	15	0.1%	29	0.3%	0	0.0%
Total Non-Farm Jobs	42,956	100.0%	11,314	100.0%	10,258	100.0%	10,327	100.0%	11,327	100.0%

Sector	Columbus County, NC		Regional Total		South Carolina		North Carolina		Two State Total	
	Jobs	Percent	Jobs	Percent	Jobs	Percent	Jobs	Percent	Jobs	Percent
Construction	1,224	9.3%	6,650	6.7%	81,900	6.8%	144,773	5.8%	226,673	6.1%
Manufacturing	5,676	43.0%	28,479	28.7%	368,000	30.7%	824,201	33.0%	1,192,201	32.3%
TCU /1	235	1.8%	5,748	5.8%	64,000	5.3%	148,341	5.9%	212,341	5.7%
Wholesale Trade	440	3.3%	5,363	5.4%	57,400	4.8%	160,911	6.4%	218,311	5.9%
Retail Trade	2,824	21.4%	23,150	23.3%	267,800	22.4%	523,349	21.0%	791,149	21.4%
FIRE /2	702	5.3%	6,513	6.6%	65,100	5.4%	130,146	5.2%	195,246	5.3%
Services	2,090	15.8%	23,069	23.2%	291,900	24.4%	533,179	21.4%	825,079	22.3%
Other	0	0.0%	401	0.4%	1,800	0.2%	31,636	1.3%	33,436	0.9%
Total Non-Farm Jobs	13,191	100.0%	99,373	100.0%	1,197,900	100.0%	2,496,536	100.0%	3,694,436	100.0%

/1 Transportation, Communications and Utilities  
/2 Finance, Insurance and Real Estate

- Nearby Georgetown County's economic base differs substantially from Horry County's. The manufacturing sector accounts for 30.9 percent of total jobs in Georgetown County, versus a mere 12.6 percent in Horry County, reflecting the presence of Oneita Industries, International Paper Company, Georgetown Steel, Superior Manufacturing, Rappahannock Wire Company, and other manufacturing employers. Retail and services sectors in Georgetown County are, respectively, slightly higher and lower than the South Carolina, five county region, and two state totals.
- The five county area's economic structure strongly resembles that of the two state region. While manufacturing in the five county area is slightly weak in comparison, jobs in the construction, retail and services sectors make up a greater proportion of the total.

#### **2.2.2.4 Retail Sales in Horry County**

Retail sales in Horry County are rapidly approaching \$3 billion per year, which is an average of roughly \$20,750 per resident. As a result, Horry County is obviously capturing substantial retail sales from beyond its borders. Sales figures for the last 12 years are presented in Table 2-13. During this period, retail sales increased faster than inflation. The peak years of increase were 1983 and 1984, when sales rose by almost one third over the previous year. These figures reflect the area's popularity as a tourist destination; for example, hotel and restaurants receipts are included in the totals in addition to such more traditional retail outlets as apparel shops. Horry County's retail sales figures are similarly boosted by the presence of many off-price and outlet stores, which attract shoppers from miles away that are distinct from resort visitors.

#### **2.2.3 Horry County Economic Character and Development Patterns**

South Carolina's Grand Strand has a long and rich history which reflects its geography and natural resource assets: two natural harbors, navigable rivers, fertile soil and sandy beaches. Spanish explorers attempted to colonize the region during the sixteenth century, ultimately settling about 30 miles south of Myrtle Beach in what was then known as San Miguel de Gualdape. After epidemics wiped out the Spaniards, English colonists arrived in the early eighteenth century, establishing Georgetown in 1730 in honor of King George.

Georgetown became a prosperous port city and the Waccamaw River served as a major shipping route. Rice plantations tended by slave labor flourished and fortunes were made. Meanwhile, Horry County's isolation made it relatively poor, settled by only a few farmers and timber harvesters. After the Civil War, rice plantations were

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Table 2-13 Historic Horry County Retail Sales:  
1980 - 1991

<u>Year</u>	<u>Gross Receipts</u>	<u>Percent Increase</u>
1980	\$672,565,880	
1981	\$797,827,518	18.6%
1982	\$866,039,794	8.5%
1983	\$1,029,056,597	18.8%
1984	\$1,359,122,282	32.1%
1985	\$1,809,487,099	33.1%
1986	\$1,950,002,369	7.8%
1987	\$2,134,890,952	9.5%
1988	\$2,323,025,623	8.8%
1989	\$2,467,134,742	6.2%
1990	\$2,696,984,710	9.3%
1991	\$2,939,800,007	8.8%

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superseded by a greater reliance on fishing, turpentine, timber, and trade. The arrival of the railroads and the construction of bridges enabled Horry County to emerge from the shadow of neighboring Georgetown County.

Myrtle Beach began its transformation to a tourism-based economy at the turn of the century, when the first beachfront hotel and several beach cottages were built. The town grew around these early accommodations. In 1912, the Myrtle Beach Farms Company created the foundation which ultimately guided the development of the city through its land ownership-development partnership. Nonetheless, the Grand Strand continued in obscurity through the depression and World War II. Despite its beautiful sandy beaches and pleasant climate, the area grew slowly and remained a well-kept secret. The Myrtle Beach Army Airfield was created during World War II and was taken over by the Air Force in 1954.

In the 1960s, golf course and family-oriented lodging accommodations bloomed virtually overnight and launched the surge in tourism-related development which characterizes the Grand Strand's built environment today. Today, areas of Horry County near the beach, for the most part, follow this development pattern, while outlying areas of the County across the Intercoastal Waterway fulfill other economic and social functions. For example, other than AVX, almost all industrial uses are located in the County's western portions, including the County's industrial park on State Route 501. *There are no true business parks in the County or concentrations of office space.* Little speculative industrial or office development has taken place. The western half of the County contains several older, charming communities, including Conway, the County seat. Both Horry-Georgetown Tech and Coastal Carolina College are located in the western portion of the county. In general, this portion of the County serves the region's residents, while the Grand Strand area serves its visitors.

#### **2.2.3.1 Recent Development Activity**

Total construction activity in Horry County has declined during 1988, 1990 and 1991, falling to pre-1988 levels. Permitting activity describing new construction in various Horry County communities between 1988 and 1991 is presented in Table 2-14 (statistics for renovation permits and the like have been omitted). In 1991, no "non-housekeeping" residential permits were granted in Myrtle Beach and only 4 such units were constructed in North Myrtle Beach and 9 in Surfside Beach. Comparing the number of residential buildings to the number of residential units reveals that single family homes have been the predominant housing product built in recent years. Non-residential building activity in Myrtle Beach averages a scant \$19,000 per permit. Clearly, construction activity, a strong employment sector as discussed in the preceding section, has fallen off. Nonetheless, the average value per residential permit has risen steadily, reaching \$65,562 in 1991.

Table 2-14 Historic Construction Activity in Horry County

	1988	1989	1990	1991
	Units/ Bldgs	Cost Units/ Bldgs	Cost Units/ Bldgs	Cost Units/ Bldgs
<b>Myrtle Beach</b>				
Residential	64/67	\$3,849,912	\$11,432,471	\$5,284,497
Non-Hsepng Res	5/199	\$5,198,134	\$9,916,666	\$4,261,035
Non-Residential	59	\$10,823,115	\$13,002,460	\$5,558,101
				\$4,833,282
<b>North Myrtle Beach</b>				
Residential	112/217	\$9,805,785	\$12,088,060	\$4,659,626
Non-Hsepng Res	2/28	\$393,000	\$704,000	\$517,478
Non-Residential	82	\$4,921,106	\$4,946,192	\$8,685,529
				\$4,945,514
				\$180,000
				\$4,295,763
<b>Sarflside Beach</b>				
Residential	27/55	\$2,924,413	\$2,774,413	\$5,207,440
Non-Hsepng Res	--	--	--	--
Non-Residential	5	\$1,161,500	\$861,820	\$1,686,500
				\$1,722,594
				\$457,000
				\$36,000
<b>Other Horry Co.</b>				
Residential	1003/1739	\$76,276,857	\$66,149,244	\$61,631,853
Non-Hsepng Res	6/110	\$750,000	--	--
Non-Residential	466	\$19,361,452	\$31,551,447	\$37,747,809
				\$69,342,158
				\$2,100,000
				\$31,231,495
<b>Total</b>				
Residential	1206/2078	\$92,856,967	\$115,617,116	\$76,783,416
Non-Hsepng Res	13/337	\$6,341,134	\$10,620,666	\$4,778,513
Non-Residential	612	\$36,267,173	\$50,361,919	\$53,677,939
<b>GRAND TOTAL</b>		\$135,465,274	\$153,426,773	\$135,239,868
<b>Average Residential</b>	\$44,686			
<b>Value:</b>		\$53,872	\$61,624	\$65,562

Source: Myrtle Beach Area Chamber of Commerce and Economics Research Associates

### 2.2.3.2 The Role of Tourism in Horry County

Tourism has become recognized as a legitimate "basic" sector industry because it causes dollars to be imported into a community from outside of the regional economy. Consequently, many states and localities now market their tourism assets specifically to capture the economic benefits visitors bring. The Grand Strand is South Carolina's most productive tourism region from an economic impact perspective; it generates the most revenue from visitor expenditures.

In 1990 according to State estimates, visitors to the Grand Strand (Horry and Georgetown Counties) generated \$1.7 billion in travel-tourism spending, approximately 36 percent of the State's total. Horry County led all counties of the state in visitor spending, lodging rentals, employment levels and tax revenues stemming from travel and tourism. According to the Myrtle Beach Area Chamber, a full 32 percent of South Carolina hotel rooms are located on the Grand Strand.

Although the Myrtle Beach area has become a nearly year-round vacation destination, seasonal variation is still marked. While hotels attain occupancy rates of 80 percent and above during the summer months, room demand falls to roughly 30 percent during the winter months. The area's hotels experience occupancy rates of roughly 41 and 49 percent, respectively, during the spring and fall seasons. The South Carolina Department of Parks, Recreation and Tourism determined that 32 percent of the economic impact of tourism is realized during the summer months and 26 percent results from visitor expenditures during the spring. Just 18 percent occurs during the winter months, while the remaining 24 percent results from fall visitors.\*

A survey conducted by the South Carolina Department of Parks, Recreation and Tourism found that visitor party sizes average 2.5 persons, typically staying 7.8 days and spending \$136.62 per day during their visit. As shown in Table 2-15, one third of these expenditures went to lodging and food. The influence of the "snowbird" population on winter lengths of stay — and hence average lengths of stay — is quite apparent. The more typical length of stay is likely to be much shorter without the 20-day average winter stay. The average stay during all other periods is less than six days.

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\* Note: Economic impact by season differs from visitation levels by season, as provided in Chapter 3. These differences can be explained by two rationales: 1) winter visitors have very long stays and spend a great deal during one visit despite the relatively small number during that season; 2) spring and fall tourists are more likely to be golfers who spend more per capita than do family groups.

Table 2-15 Trip Characteristics of Out-of-State Visitors to the Grand Strand

<u>Season</u>	<u>Average Party Size</u>	<u>Average Length of Stay (nights)</u>
Summer	3.1	5.3
Fall	2.3	5.6
Winter	2.1	20.1
Spring	2.6	5.6
Average	2.5	7.8

Daily Expenditure Patterns Per Party

<u>Category</u>	<u>Dollars</u>	<u>Percent of Total</u>
Lodging	\$45.25	33.1%
Food/Restaurants	\$34.87	25.5%
Food/Stores	\$10.18	7.5%
Transportation	\$8.96	6.6%
Retail/Incidentals	\$22.19	16.2%
Attractions	\$15.18	11.1%
Total	\$136.62	100.0%

Sources: SCRPT and Myrtle Beach Chamber of Commerce

Table 2-16 Seasonal Nature of Retail Sales

<u>Season</u>	<u>1987-88</u>	<u>1988-89</u>	<u>1989-90</u>
Winter	17.5%	18.0%	18.5%
Spring	25.5%	27.0%	26.0%
Summer	33.5%	34.0%	32.0%
Fall	23.5%	21.0%	23.5%

Source: Myrtle Beach Area Chamber of Commerce

The pattern of retail spending closely follows tourism traffic trends. The impact of the visitor population on retail sales is demonstrated in Table 2-16. During the 1989-90 season, 32 percent of retail sales in Horry County took place during the summer months.

No official estimates of the total number of visitors to the Grand Strand is available (although in 1990, the Myrtle Beach Area Chamber of Commerce fielded about 235,000 visitor inquiries.) Depending on the figures used for the number of persons per hotel/condo, the length of stay, and the number of "day trippers", estimates of visitation to the Grand Strand range from 5 to 10 million per year.

Several attractions bring visitors to Horry County. The top activities enjoyed by visitors to the area include: beach activities, shopping, visiting historical sites, golf, and local attractions. Golfing alone is estimated to generate economic impacts totaling approximately \$289 million. Although the area became famous for its sandy beaches and many golf courses (now totalling approximately 80), as the area generates a broader menu of entertainment options for visitors, the seasonality of the market will continue to decline.

Although the economic impacts of tourism should not be underemphasized, tourism-related businesses (e.g., lodging, attractions, restaurants, retail, etc.) traditionally pay low wages and offer poor benefits. These jobs are low-skill, labor intensive positions. Moreover, the seasonal aspect of many of these jobs creates a see-saw effect that ripples throughout the economy as a whole, just as the seasonal nature of tourism itself causes wide swings in economic activity.

### **2.2.3.3 The Role of MBAFB in the Area Economy**

Until recently, MBAFB played a prominent role in the local economy. Before the Air Force began shifting missions to other facilities as part of the closure process, MBAFB employed approximately 4,000 military and civilian personnel. Estimates suggest that over 16,000 area residents are, in some way, connected to the base:

Military Personnel	3,341
Military Dependents	7,795
Civilian Employees	925
Military Retirees Using Base Services	<u>3,978</u>
Total	16,039

In our strategic planning process, we have not put a major emphasis on the impacts of the base closure. Unlike some other communities, the civilian employees comprise just over 1% of the County's labor force. Some of the civilians may be offered comparable jobs at another installation. As a result, the loss of these jobs for local

permanent residents will not be overly significant in the unemployment picture. As new activity -- industrial expansion, airport growth, and new tourism projects -- is implemented at the base, new jobs will be created to replace those which are lost.

Before reductions, the Air Force gross payroll for these employees totaled approximately \$143 million. Construction project expenditures equaled approximately \$3.7 million and contracts/procurement expenditures totaled approximately \$11.7 million. However, since the closure designation, MBAFB has provided a dramatically different economic impact in 1991, as shown in Table 2-17. The gross payroll in 1991 was just over \$92,100,000 and construction expenditures fell to approximately \$885,000. The sequential scaling back will further ease the impact of closure.

The closure of MBAFB is coming at a time when the national economy has been suffering from a lingering recession. Many other bases are having trouble finding real reuse opportunities. Myrtle Beach AFB has tangible prospects, and as these are implemented, negative impacts will be minimized.

These figures suggest that the region has already experienced some of the negative economic impacts associated with MBAFB closure, as the base cuts its expenditures in anticipation of closure. At present, MBAFB is scheduled to close in March, 1993. The Air Force retained a consultant to estimate the economic impact that closing MBAFB would have on the surrounding region. Major conclusions from their study, as well as our observations, are as follows:

- 1990 MBAFB direct expenditures, which total approximately 1.8 percent of the region's income, will be eliminated. However, the study assumes that all non-labor procurement dollars are spent locally and typically this is not the case;
- Closing MBAFB will have a total (direct and indirect) negative impact on regional income of approximately \$144 million, or a loss of 2.9 percent of the regional economy in 1994. This impact will continue through 1997, when the Air Force consultants predict that the area will begin to make a comeback.
- Employment losses in addition to those lost on base are estimated to be 1,900 in 1994, again increasing until recovery begins through spin-off dynamics.
- Jobs currently filled by dependents of military personnel will become available as these families are transferred out of the region.
- Some dollars spent on-base by military retirees will now flow into the local economy. (Military personnel will be affected as some of the free health services and recreation benefits will no longer be available on a minimal-cost basis.)

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**Table 2-17 Derivation of Economic Impact of MBAFB for FY91**

<b>Military Payroll</b>	<b>\$ 76,183,735</b>
<b>Civilian Payroll</b>	<b>15,917,427</b>
<b>Construction</b>	<b>885,796</b>
<b>Services</b>	<b>4,990,865</b>
<b>Materials, Equipment and Supplies</b>	<b>3,059,171</b>
<b>Education</b>	<b>286,633</b>
<b>TDY</b>	<b>1,248,300</b>
<b>Health</b>	<b>3,218,151</b>
<b>Commissary Expenditures</b>	<b>14,800</b>
<b>Base Exchange Expenditures</b>	<b>354,253</b>
<b>Total</b>	<b>\$149,920,895</b>
<b>Secondary Jobs Created</b>	<b>895</b>

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Source: U.S. Air Force EIS (1990)

- The impact on the health care industry extends beyond the loss of base services to military retirees. MBAFB currently contracts with many local hospitals for services, and military dependents comprise approximately 7 percent of the staff at Grand Strand and Conway Hospitals. (It is likely that, in the short term, the decline in demand/revenues will be partially offset by diminished staff costs.)
- The base closure will affect the local real estate market, particularly in the Socastee neighborhood. (We believe that real estate values in the most hard hit areas are likely to fall 5-10 percent as a result of the closure.)
- Manufacturing will be the sector least affected by base closure. This should mitigate the impact of closure on the other counties in the affected region which have strong manufacturing sectors.
- The Myrtle Beach Jetport must determine a way to replace the approximately \$4.3 million value of services and payments it receives from the Air Force Base (e.g., air traffic controller services).
- The economic impact of MBAFB closure extends to the revenues accrued by local and state governments, e.g., sales tax receipts. Moreover, the School District will lose approximately \$90,000 in federal impact aid, but this will be offset by a reduction in the number of children, which are in the local school system, and the fact that many students attended school on base.

Currently aggressive efforts are being made to assist those who will be losing jobs -- both civilian and military -- or will be separated through retirement. Both the Family Support Center and the Civilian Personnel Office on base are involved. Programs now in effect include the Priority Placement System and the Transition Assistance Program. The base officials are coordinating with the U.S. Department of Labor and the South Carolina Employment Office. Classes and seminars are being offered to help with:

- financial planning
- veteran affairs - benefits
- resume writing and preparation for interviews
- stress management
- directions for preparing a Federal Employment Application (Form 171)

These programs are aimed at assisting with job hunting skills. To date, placement activities have been successful.



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CHAPTER THREE



## **3.0 Reuse Alternatives**

### **3.1 POTENTIAL REDEVELOPMENT OPPORTUNITIES**

Consideration of redevelopment opportunities for MBAFB started with the work already completed by the MBAFB Redevelopment Task Force through the fall of 1991 and winter of 1992. Task Force subcommittees met numerous times and identified potential uses for the base according to their assigned subject areas. In addition, the Executive Committee has received a number of proposals and requests for base property and facilities over the last year.

The complete range of uses which were considered for the property are listed in Table 3-1. All of these uses were included in our analysis and evaluated against market demand and building suitability. In addition, a "visioning session" was held on April 22, 1992 to prioritize potential uses for the base. Table 3-2 shows the rankings for each use as determined by the members of the Myrtle Beach City Council, the Horry County Council and the Executive Committee and Chairpersons of the Redevelopment Task Force. This exercise provided a basis for prioritizing potential redevelopment options for subsequent analysis purposes.

### **3.2 MARKET ANALYSIS**

Information from the economic profile in the previous chapter as well as a large number of one-on-one interviews, have given the consultant team a good background of the economic characteristics and trends in the Grand Strand area. This information has been used to detail some of the priority land uses which have been developed through the initial analysis and review tasks. In this section, the priority uses, including tourism-recreation-attractions; industrial and aviation uses; and office, are assessed.

#### **3.2.1 The Visitor Industry**

Tourism is obviously the primary component of the economy in the Grand Strand area, particularly in Horry County. Because of the importance of this element to the local economy, the magnitude and level of impact which it has on the local economy has been carefully evaluated. Shown below in Table 3-3 is a very conservative estimate of the number of overnight visitors to the Grand Strand. We chose this lower-end figure to base our market conclusions concerning tourism development opportunities. The numbers also do not include daytrippers.

**Table 3-1 LIST OF POTENTIAL USES CONSIDERED FOR MBAFB**

**Commercial and General Aviation:**

- Regional Airport
- International Airport
- Regional Airline

**Education:**

- University Campus
- Community College
- VoTech Training School
- Research Center
- High School
- Elementary School
- Adult Education Center
- Agricultural R&D
- Tourism Industry Training/  
Education Center
- Soccer Training Facility

**Industrial:**

- Aviation-Related
  - Aircraft Maintenance/Repair
  - Air Cargo
  - Aircraft Manufacturing
  - Aircraft Retrofitting
- Warehousing/Distribution
- Manufacturing (non AVX)
- Small Business Incubator
- Foreign Trade Zone
- AVX Expansion
- Mail Processing Facility

**Office/Commercial:**

- General Purpose/Class A Office
- "Back Office" Uses
- "Storefront" Offices

**Retail/Commercial:**

- Specialty Retail Center
- Hotel/Convention Center
- Local Retail
- Restaurants

**Institutional:**

- Low/Medium Security Prison
- Hospital
- Out-patient Clinic
- V.A. Cemetery
- Public Vehicle Maintenance  
Facilities
- Fire/Police Department
- National Guard/Army Reserve
- Tree/Farm/Nursery

**Recreational:**

- Golf Course
- Golf Schoc
- Recreation Complex
- Playing Fields
- Theme Park
- Aviation Museum
- Auto Racing
- Amphitheater
- Tourist Attractions:
  - Mini Golf
  - Go Kart Race Track
  - Water Slide/Park
- Alligator Farm
- Family Campgrounds
- Wildlife Refuge
- Boat Ramp

**Residential:**

- Retirement:
  - Market-based Sales
  - Market-based Rentals
  - Retirement Community (Private)
- Student Housing
- Subsidized Housing
- Homeless Housing
- Single-family Housing
- Multi-family Housing
- High-end Residential
- Golf Villas/Condominiums

Note: Uses requiring single buildings are not listed.

**Table 3-2 VISION SESSION RANKING OF POTENTIAL USES**

	<b>Desired at MBAFB</b>	<b>Not Desired at MBAFB</b>
Airport (Commercial and GA)	20	0
International Airport	18	0
Aviation-related Industrial	20	0
AVX Expansion	20	0
Other Light Industrial	19	1
Military Use (National Guard, Army Reserves etc.)	14	5
R&D	18	3
Air Museum	17	2
Community College/University	13	4
High School	4	13
Hospital/Medical Facilities	16	3
Municipal Facilities (Fire, Police, Utilities)	15	3
Public Recreation (Ballfields, Gym, etc.)	1	14
Public Recreation (State Parks, campgrounds, trails)	8	9
Public Golf	15	4
Private Golf	5	13
Prison	1	15
Retail Commercial	7	9
Office Commercial	12	4
Hotel/Convention	16	3
Other Hotel/Lodging	7	7
Theme Park	21	1
Golf-related Residential	2	15
Single-Family Residential	4	16
Retirement Housing (Private Sponsor)	3	16
Subsidized/Low-Income Housing	0	15
Homeless Shelter	0	17
Cemetery	7	10
Monorail	14	3
Canals/Water Link from Ocean to Intracoastal Waterway	7	11

Note: 22 persons participated. Not all members present voted for every use.

**Table 3-3 CONSERVATIVE SCENARIO: THEME PARK ANALYSIS**

**Seasonal Occupancies** (Accommodations: 51,650 rooms, condos, park sites)

	<u>Winter</u>	<u>Spring</u>	<u>Summer</u>	<u>Fall</u>	<u>Total</u>
Occupancy Rate	31.2%	57.9%	80.9%	49.7%	
Rooms Occupied/Month	16,115	29,905	41,785	25,670	
Persons/Room <sup>1</sup>	2.1	2.4	2.8	2.2	
Total Persons/Day	33,841	71,772	116,998	56,474	
Season Total	3,079,538	6,531,252	10,646,818	5,139,134	
Avg. Nights/Stay	20.1	5.6	5.3	5.6	
Seasonal Visitors	153,211	1,166,295	2,008,834	917,702	4,246,043
Add: Staying with Friends and Relatives					
10% of total	15,321	116,630	200,883	91,700	424,534
<b>Area</b>					
<b>Overnight Tourists Total</b>	<b>168,532</b>	<b>1,282,925</b>	<b>2,209,717</b>	<b>1,009,402</b>	<b>4,670,577</b>

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<sup>1</sup> William L. Haralson and Associates, Inc.

As can be seen, the estimated number of visitors per year approximates five million. Initially, the number of tourists was thought to be higher. It should be noted that the average length of stay (nearly eight days) generates the same level of economic benefits for the area as would twice as many visitors who stay for half as long. The real issue in determining the benefits of tourism is not the total number of visitors, but the number of visitor days. The conclusions of this analysis have implications for various types of visitor attractions.

One of the main proposed land uses on Myrtle Beach AFB is a proposed **theme park** concept. By definition, a theme park is one which has several subareas within the entire facility which are built up around themes. As an example, Disneyland has areas such as Fantasyland and Adventureland. In addition, most theme parks have a number of theater or seating areas in which shows are performed. Parks differ by the number of rides, the number of shows, operating days, and hourly ride capacity.

Theme parks are generally classified into two broad categories: major theme parks that have an initial investment in excess of \$100 million, and moderate theme parks that have less than \$100 million in initial investment. For both types of theme parks, financial performance and expected (or actual) attendance is linked to two market segments. The first is the tourist market and the second is the resident market. Most theme parks in this country are linked geographically to a major urban area. Some lie between major metropolitan areas; for example, Great America between Chicago and Milwaukee, and Busch Gardens in Williamsburg between Richmond and Norfolk. Factors for analysis within the resident area are the size of the local population and the presence of competitive facilities within a reasonable driving distance. As shown in Table 3-4, penetration rates and performances of theme parks vary broadly. Some markets have an excellent performance within the tourism component; others perform better in the resident market.

Based on information from the state, as well as estimates concerning the seasonality of visitation, the share of visitors per season is estimated as follows:

<u>Season</u>	<u>Share of Visitors</u>	<u>Number of Overnight Visitors</u>
Spring	27%	1,282,925
Summer	47%	2,209,717
Fall	22%	1,009,402
Winter	4%	186,823
TOTAL	100%	4,670,577

As has been noted presently, the visitation during the winter is very long-term, indicating that the tourists are by-and-large "snowbirds" who come to stay for a long period of time to escape the winters in the north. These are likely to be retired or semi-retired people who have the resources for such long stays.

In developing forecasts for attendance at a theme park, we have assumed that the park would be closed during the winter months. The character of the visitors during each of the other seasons was also taken into consideration. For example, a good deal of the shoulder season visitation during spring and fall is comprised of golfers who come to take advantage of the affordable accommodations and easy access to golf. It is the summer season that will offer the best potential for capture of visitors. Based on estimated capture rates, the number of seasonal visitors has been translated into potential theme park visitors. As shown in Table 3-5, the total number of tourists which could be expected to visit the theme park could be as high as 1.67 million, although in early years we would estimate the figure to be lower. This figure is towards the high end of the potential capture rate within this segment.

**Table 3-4 PENETRATION RATES FOR THEME PARKS IN THE UNITED STATES**

<u>Market Segments</u>	<u>Range of Penetration Rates</u>	
	<u>Major Park<sup>1</sup></u>	<u>Moderate Park<sup>2</sup></u>
Resident Market <sup>3</sup>		
Primary Market Area <sup>4</sup>	25-45%	15-28%
Secondary Market Area <sup>5</sup>	8-17%	6-11%
Tertiary Market Area <sup>6</sup>	3-10%	1-15%
Tourist Market	2-31%	1-15%

<sup>1</sup> Major theme park with an initial investment in excess of \$100 million.

<sup>2</sup> Initial investment of less than \$100 million.

<sup>3</sup> Percent of persons in each market category who attend the park one time per year (or equivalent person-visit).

<sup>4</sup> Typically 0-1 hour's driving time.

<sup>5</sup> Typically 1-2 hours' driving time.

<sup>6</sup> Typically 2-3 hours' driving time.

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Source: Economics Research Associates

**Table 3-5 ESTIMATED THEME PARK CAPTURE RATE  
AND VISITOR POTENTIAL**

<u>Season</u>	<u>Number of Resort Visitors</u>	<u>Percent Captured</u>	<u>Number of Theme Park Visitors</u>
Spring	1,282,925	20%	256,585
Summer	2,209,717	50%	994,372
Fall	1,009,402	20%	201,880
Winter	<u>186,823</u>	Closed	<u>--</u>
Sub-total	4,670,577	--	1,453,110
Daytrippers	424,600	25%	106,156
Residents	360,300	30%	<u>108,090</u>
TOTAL	5,455,477	--	1,667,356

The potential capture of visitors within the resident market was also analyzed. The primary market area, composed of those residents who live within approximately a one-hour drive, offers the best potential for attendance at a theme park. The six-county MBAFB economic impact area, which corresponds with the primary market area for a theme park, has a population of approximately 360,000. At a capture rate of 30 percent, a theme park would capture approximately 108,000 people per year. The secondary and tertiary trade areas, which would include households within a one to three hour driving time, extend into the major metropolitan areas of Raleigh, North Carolina, and Columbia, South Carolina. However, each of these metropolitan areas is either closer or more conveniently located to the Carowinds theme park in the Charlotte area. As a result, it is expected that within this secondary and tertiary trade area approximately 100,000 (or perhaps slightly more) would visit a theme park in Myrtle Beach on a day-trip basis.

Considering all of these segments together, an approximate visitation of 1.67 million theme park visitors per year can be derived for Myrtle Beach. This compares favorably to the Carowinds theme park near Charlotte, which had a recent attendance count of 1.4 million. It is our conclusion that a creatively developed and conceptualized, well-managed, competitively priced theme park at the former Myrtle Beach AFB could perform at approximately this level during the initial years. Assuming that the Grand Strand area continues to aggressively market itself as a summer and shoulder season tourism destination area, attendance at the theme park could grow with the proportionate growth in visitors.



Part of the reason for assuming such a high capture rate for summer visitors at the theme park is based on an assessment of current attractions in the Grand Strand. The summer months bring in families which are attracted to the affordable cost structure for accommodations and the easily accessible beaches. However, within the realm of family entertainment, beyond the amusement park, miniature golf courses, and water parks, there are no major activities for families to participate in. Thus, a theme park would offer the opportunity for a diversion to occupy one day during the vacation.

A military-related **museum** project would draw from the same market potential as would the theme park. Visitors to the museum would be those looking for some attractions and activities during a visit to the area. In addition, some of the local residents would attend, perhaps in conjunction with some of their guests. After preparing a profile of other military and aviation-related museums, one example that could be considered comparable to a Myrtle Beach-type of location is an aviation museum in San Diego. Their annual attendance recently was somewhat over 200,000 people and increasing slowly. The main Air Force museum in Dayton is the largest of all museums of this type with approximately 500,000 square feet of hanger space and enough attractions to warrant a full-day visit. Its current level of visitation is one million people per year.

In comparing the Grand Strand locations with some of the other museum sites, it has been concluded that the potential for attendance at a well-designed, interesting military museum could range from 150,000 to 350,000 per year. Given the cost for admissions to events and activities in the Myrtle Beach area currently, we would estimate that admissions into the facility would run approximately \$3 to \$3.50 for adults and about \$2.50 for children. The market for such a facility is relatively strong and could be enhanced by aggressive marketing and an exciting facility. If the Myrtle Beach community is to pursue an investment of this magnitude, it is recommended that a more detailed study be conducted, particularly with respect to the financial implications of operational costs and potential revenues.

There is currently a proposal from a local group of developers to create a mixed-use, multi-faceted **tourism** attraction. Part of this attraction was to include facilities for golf and convention. Myrtle Beach is already recognized as one of the top golfing locations in the country. The inventory of golf in and around Myrtle Beach includes over 70 public and private golf courses which generally open their play to out-of-town visitors. It would be reasonable to assume that these existing golf courses currently accommodate approximately 2.5 million rounds of golf each year. If air service can improve and marketing can be pursued more aggressively, the number of golfers and golf rounds would continue to increase. Within the next five years, should the number of golf rounds increase by ten percent or more, this growth would justify development of additional golf courses. If the existing golf course at MBAFB became opened to

the public, it is forecasted that it would attract as many as 40,000 rounds per year. By charging a competitive fee for play, the facility could become a profitable operation.

A final element of the visitor attraction concept is a **convention center hotel**. The Myrtle Beach existing hotel market is somewhat unusual. The key aspect of this is the fact that many of the overnight accommodations are privately owned condominiums that are leased at nightly and weekly rates under the auspices of large local management companies. Even some of the national chains have set up the ownership of their local Grand Strand hotels in this manner.

Hotels are extremely successful during the summer with occupancies estimated at approximately 80 percent. The other seasons do not fare nearly as well. During the winter, occupancy rates are estimated to be as low as 20 to 30 percent. Overall, the year-round occupancy rate is estimated to be in the 50 percent range. At this level, it is difficult for many existing hotels to operate profitably. Thus, any new type of hotel on the MBAFB site would have to be a product that is substantially different than the in-place stock. As a result, the proposal being evaluated here is a hotel attached to a convention facility. This type of development could be feasible assuming that the hotel occupancy results from an aggressive marketing program for the convention facilities and is actively linked to the golf amenities of the region. Thus, the convention center hotel would attract additional visitors from outside the area rather than capture visitors from other hotels in the area.

### **3.2.2 The Industrial Market**

The manufacturing sector in Horry County is substantially out of balance with the rest of the state of South Carolina, as discussed earlier in this document. Manufacturing jobs comprise approximately 25 percent of all employment in the state. In contrast, manufacturing employment in Horry County is approximately half of that. The bulk of manufacturing employment in Horry County is contained in four areas, including lumber, furniture, electronics, and, to a lesser extent, fabricated metals. The large number of people in the electronics area results from the presence of AVX, and probably does not represent a particular strength for Horry County in this area.

Manufacturing business development in Horry County faces some challenges and obstacles. These include:

- Locational factors for manufacturing are negative. The area is approximately 50 miles from the closest interstate highway and existing rail service is only fair.

- Horry County's economy has developed heavily around the tourism and recreational sectors, which create jobs but require lesser skilled staff. As a result, Horry County does not have the readily available skilled workers that attract businesses.
- The single existing industrial park, located in close proximity to Horry-Georgetown Technical College with infrastructure in place, still has space available for additional firms and has leased up slowly.
- During the summer season, an additional deterrent is traffic congestion along the main arterials in Horry County is heavy. This problem would be a major deterrent to industrial firms which rely on highway-based transportation of their materials and goods.
- Incentives for business development are in place; however, the marketing efforts which have been made to date have had limited returns.

Although the need for diversification of the local economy has been stressed throughout the course of this planning project, these deterrents to industrial development will be costly to overcome. One area which may be feasible to address in the short term is that of labor training. The existing educational system should develop training programs which would permit the training of workers should business require them.

The real opportunities for industrial development at MBAFB evolve around the development of an expanded (and potential international) airport, where aviation-related firms could capitalize on the locational advantages. Over the longer term, firms which require airfield access, as well as facilities like hangars, will be attracted to the airport property. In addition, light industrial or R&D firms that rely on immediate air transportation to serve their markets may find an expanded jetport to be a strong factor in their locational decision-making.

Finally, we recommend that the plan accommodate the land needs of AVX. This firm has been a major employer within the local economy and has a substantial investment in their current plant. Given the fact that their expansion will create additional jobs and tax base, assisting them will accomplish significant local economic development objectives.

### **3.2.3 The Office Market**

Based on employment figures contained in a previous section of this document, office-related employment would likely be accommodated in the areas of Finance, Insurance, Real Estate, and Services. A more detailed breakdown of employment indicates that

much of the professional-related employment would be accounted for by banking and credit operations, insurance agencies, and in the broad category of real estate. The large number of people employed in real estate can be accounted for by the proliferation of real estate agencies selling local properties as well as the large real estate management firms which manage several thousand condominium units in the tourist market. Similarly, the vast majority of services-related employment is in health and education, business and personal services. Health and educational services are typically accommodated within schools or hospitals and personal services operate out of homes or in small inexpensive office space.

The Horry County market apparently has little orientation to the types of firms which generally demand speculative office space such as legal and accounting firms, stock brokerage companies, other financial services, etc. There are no major office development concentrations in the area. In fact, much of the speculative office development has been incorporated into other business activities -- banking for example. As a result, most of the office space is accommodated in single/proprietary space or very small, limited-tenant buildings. Many of the buildings with office tenants appear to have been built with the flexibility of leasing to either residential or office uses. Most of the scattered projects are located north of the downtown area, especially along the Route 17 Bypass. Building permits indicate that very little new construction in this commercial area has occurred in recent years. As with many other markets in the country, current vacancy rates imply that new speculative construction is likely to be discouraged for the near future.

These comments apply to the speculative office market. However, as MBAFB evolves into civilian uses, a promotional program alerting potential tenants could attract some office uses to the base. Specifically, certain types of institutional uses -- those with a back office orientation -- could be attracted to the site. Also, over the long term, offices which provide services to the airport and airport-related businesses would be feasible as the airport takes on a broader role. In addition, with a proper mix of uses on the property, some sites could be marketed as amenity-based; that is sites with a view of the golf course or attractive open space and with excellent air access.

#### **3.2.4 Education Requirements**

There is an identifiable demand for educational facilities in the Myrtle Beach area. Training for residents of the Grand Strand area is currently provided by Horry-Georgetown Technical College whose existing campuses are at least ten miles or more away from the urbanized area along the beaches, which is now the population center. In recent months, the school has been looking for an alternative site for classes and training. As Horry County's population has continued to grow, so has the enrollment in the college. For example, in the fall of 1991, enrollment was 20 percent higher than it was the year before. Because additional population growth is expected,

continued growth in enrollment at the college is expected as well. In-house forecasts show that by 1994, enrollment could increase by an additional 2,000 students, based on the current curriculum. Given the fact that new programs are planned, this figure could increase even higher. Since 1988, as new programs in arts and sciences have been added, a 41 percent increase in enrollment has occurred. This increase has created a rather noticeable shortage in classroom space. Current estimates show that as much as 50,000 square feet of additional classroom and laboratory space will be required. While the College has looked into alternatives to new construction -- including creative scheduling -- most of their students currently are employed and do not have much flexibility in their schedules.

Based on estimates for the acquisition of land, as well as the per-square-foot costs of new construction, the cost of adding the needed space would be approximately \$3.6 million. However, appropriately located property is in short supply, and the potential to acquire this property is limited. As a result, targeting specific properties at Myrtle Beach AFB for educational uses is recommended both from an economic and locational perspective.

### **3.2.5 The Residential Market**

During the 1980's, the population of Horry County increased from approximately 101,400 to more than 144,000. That 10-year increase of approximately 42,600 represents a 42 percent increase -- or a rate of 3.6 percent per year. Because the population growth was largely through in-migration, this translates into a demand for nearly 17,000 new units with an average of 2.5 persons per household. As a result, an average of 1,700 new units per year would have been warranted. As presented in a previous section of this report, however, the number of new housing units developed over the last four each years included 1,739 dwelling units in 1988; 1,243 new units in 1989; in 1990, the number had slowed to 997 units; in 1991, the total increased slightly but was still low at 1,085 units. These figures reflect both the slowing economy, the closure of the Air Force base, and a slowing demand for new housing.

In the short term, the loss of Air Force personnel will continue to impact the housing market. While many of the military families live on-base, a number of them also live off-base in either rental or owner-occupied housing. When most of the military personnel leave in the fall, the real impact on the housing market will finally be felt. Since these units will suddenly become available in a market that is currently stable at best, the affect will be to further soften the residential market. In addition, the community will have to contend with approximately 900 on-base units that will also become vacant. A "dumping" of these units onto the private real estate market would create a hardship for many of the residential property owners in the Grand Strand area. However, without a strategic plan for these units, this is exactly what could happen. The experience with residential reuse in many of the other base closure communities

has not been positive. For this reason, we recommend that a niche market be found for the housing units. Horry-Georgetown Technical College may have a need for some of these units. Since affordable student housing is typically difficult to find, we recommend that a portion of the housing units be targeted for this type of use.

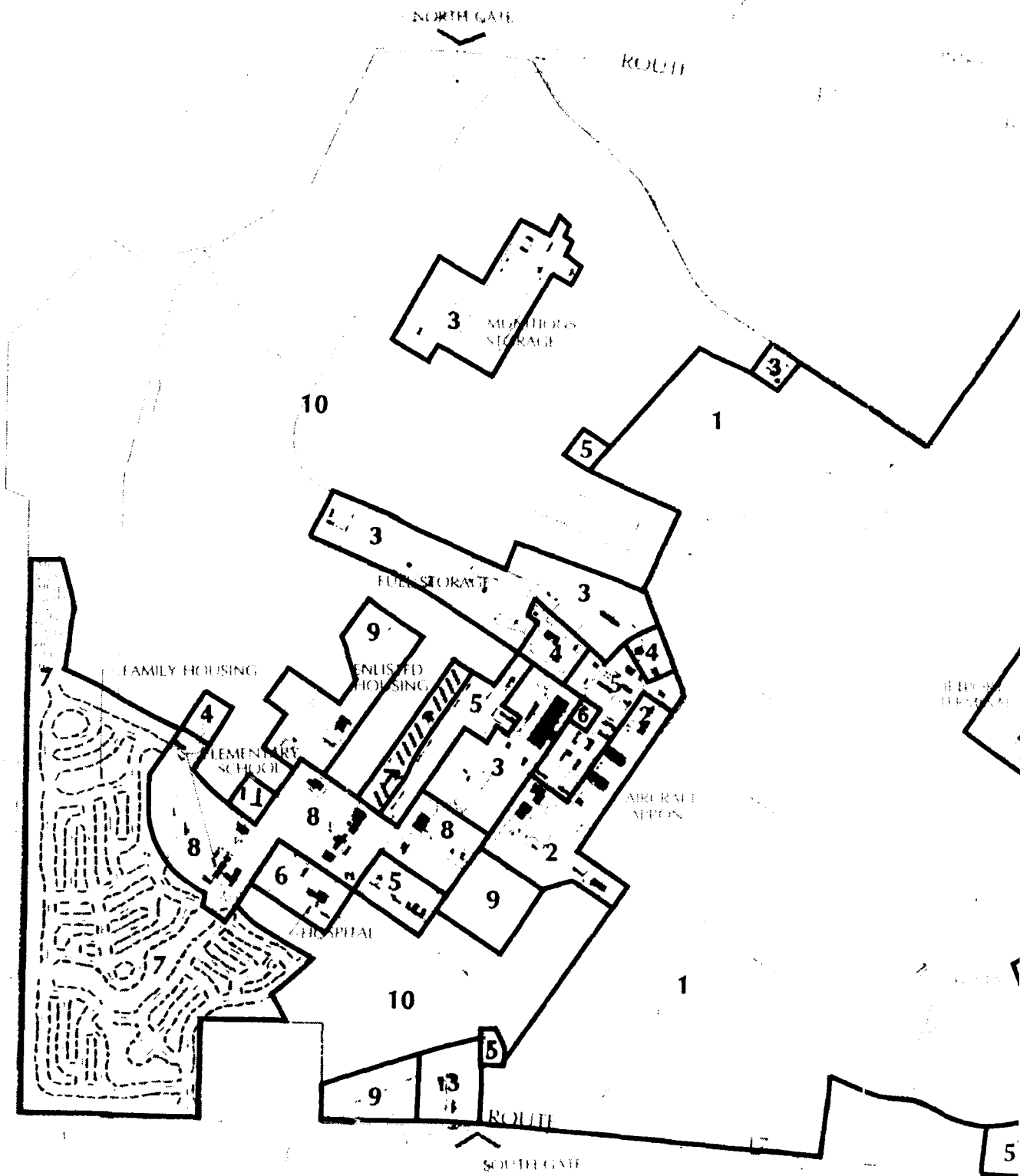
Given the fact that there is a substantial retirement community in the Grand Strand area, a retirement-housing niche is recommended for the remainder of the housing units. As people age, their capability for a self-contained lifestyle diminishes. Ultimately, many retirees seek to stay within the community where they have settled, but look for a housing option that offers physical facilities and amenities appropriate for their evolving needs. Increasingly more common is the concept of life care, where medical services, recreation, and ultimately some nursing home care, is provided. If the Air Force hospital is planned to remain intact, it could be an integral part of such a retirement-type housing development. In addition to the medical services that are required in this type of housing, interior modifications of the units would also be required for elderly persons whose eyesight and mobility are diminishing. This type of housing would not have a substantial competitive impact on the existing housing market and would further enhance the attraction of Myrtle Beach as a place to retire.

### **3.3 PHYSICAL DEVELOPMENT OPPORTUNITIES AND CONSTRAINTS**

#### **3.3.1 Land Use/Existing Facilities**

Myrtle Beach AFB has been the home for the 354th Tactical Fighter Wing (TFW) since 1958. The mission of the base is to provide training support for the 354th TFW with the capability to deploy tactical fighting aircraft in times of contingency. The main aircraft which operates at the base in support of this mission is the A-10A Close Air Support Aircraft. The last squadron of A-10 aircraft to be relocated from Myrtle Beach is planned for September, 1992.

Existing land use on the air base is shown in Figure 3-1. The base consists of 3,793 acres, of which 1,553 acres are improved with airfield-related facilities and other support buildings. An additional 1,100 acres adjacent to the runways are kept in a semi-improved state to meet airfield clearance zone requirements.



1. *Introduction*

# MYRTLE BEACH AIR FORCE BASE

## COMMUNITY REDEVELOPMENT PLAN

### Existing MBAFB Land Use

#### Legend

1	Airfield
2	Aviation Support
3	Industrial - Warehouse & Storage
4	Industrial - Shops & Maintenance
5	Administrative / Training
6	Medical / Dental
7	Housing
8	Community Services
9	Recreation
10	Open Space

Prepared for

#### MYRTLE BEACH EXECUTIVE COMMITTEE

South Carolina Defense Base Development Commission

Prepared by

#### EDAW, Inc.

Economics Research Associates  
DDC Engineers, Inc.  
The Worksmith, Inc.

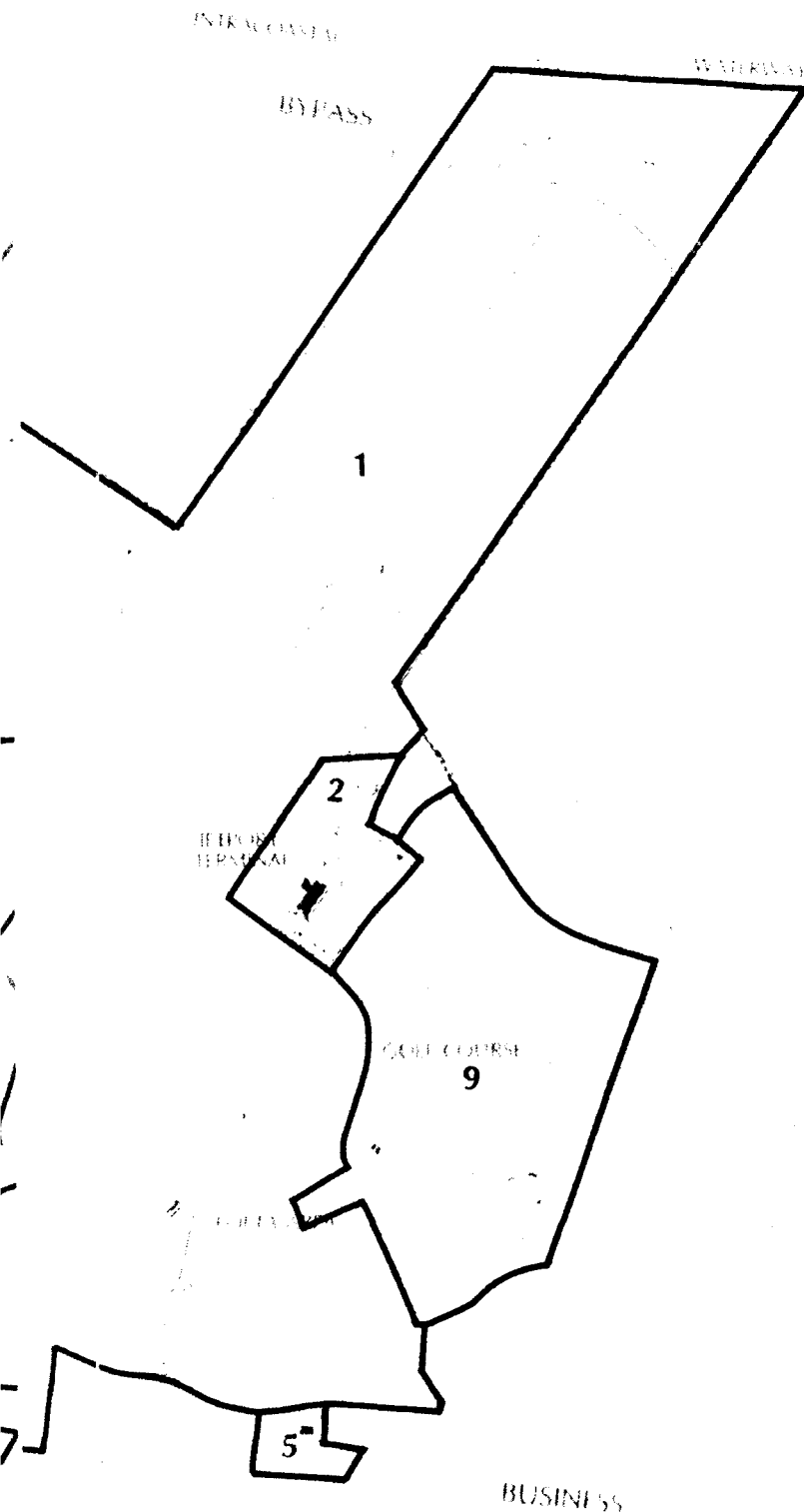
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1200

Scale in Feet



Figure 3-1





As shown in the previous figure, land uses at MBAFB fall into 10 categories. These include:

<u>Land Use</u>	<u>Area</u>
Airfield	1,600 acres
Air Operations and Maintenance	70 acres
Industrial (Warehousing and Storage)	190 acres
Industrial (Shops and Maintenance)	50 acres
Administrative and Training	100 acres
Community Services	100 acres
Medical/Dental	20 acres
Recreation	330 acres
Housing	330 acres
Open Space	<u>1,000 acres</u>
TOTAL	3,790 acres

Information on the facilities within each land use, including their size, condition, presence of asbestos, whether they are on a central heating or cooling system, and the year each facility was constructed is included in the Appendix. Brief descriptions of the major facilities available for redevelopment are also provided in the Appendix. Reuse potential for each land use is discussed in the following sections of this report.

**Airfield:** The joint-use airfield at MBAFB will be converted to a full-service commercial airport after the Air Force has closed the base. Planning is now underway to coordinate this transition from a joint-use to a civilian facility. Once the transition is made, the jetport will be opened to general aviation and air cargo traffic in addition to the commercial service now in operation. Existing airfield-related facilities provided at the Jetport include the following:

- 9,500 feet north-south runway.
- Two parallel taxiways.
- One cross-wind taxiway.
- 370,000 square yards aircraft parking apron on the west side of runway (used for military aircraft).
- 43,000 square yards aircraft parking apron adjacent to the Jetport Terminal.
- Complete navigational and instrument flight system.
- Control tower.
- 55,000 square feet Terminal Building (currently being expanded).
- Multiple ordnance handling pads with runway access.
- Forward Operating and Landing Training Area (FOLTA) east of the runway.

Detailed information on these facilities, as well as expansion plans for the Jetport, are available in the *Horry County Airport System Plan* and the *Airport Master Plan* prepared by the LPA Group for the Horry County Department of Airports.

**Air Operations and Maintenance:** This area contains the major hangars and aircraft maintenance facilities available at MBAFB, which are located adjacent to the apron area on the west side of the runway. The hangars are located in Buildings # 352, 358 and 359 totaling over 160,000 square feet of space suitable for small to medium sized civilian aircraft maintenance and overhaul operations. Other major facilities located in this area include the 23,000 square foot avionics shop (Building # 325), a 33,000 square foot general purpose maintenance shops and storage facility (Building # 324), a 7,500 square foot aircraft corrosion control facility, (Building # 355) and the airfield fire station (Building # 360). All of these buildings are in good repair and readily convertible to similar civilian aircraft maintenance-related functions.

**Industrial (Warehousing and Storage):** A number of facilities at MBAFB are used for various storage functions related to the jet training mission of the base. The warehousing and storage facilities are located in three major areas, as follows:

1. Supply and administrative storage in the center of the base between 2nd and 3rd Streets.
2. The fuels storage area and disposition complex (Buildings # 524 - 535) north of Avenue D.
3. The ammunition storage and magazine area located on Ordnance Road.

Some of these facilities represent some of the more difficult facilities to reuse because of their specific design and construction (e.g., the ammunition storage facilities). Others are basically open facilities which can be converted to administrative or similar civilian warehousing and storage functions.

The major Supply Building on base (Building # 214) is a 154,000 square foot, high bay, concrete-wall facility constructed in 1956. This facility has had recent fire protection and electrical system upgrades but has a tin and gravel roof which has minor leaks and is in need of repair. The building has several loading docks, a heating fuel storage area, and a large administrative area with separate HVAC controls.

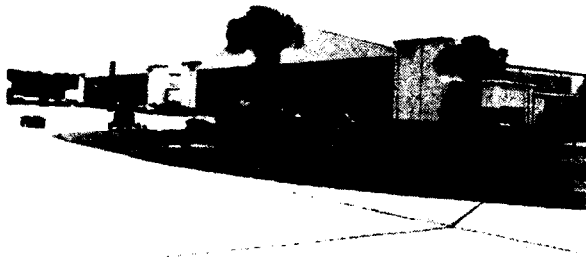
**Industrial (Maintenance/Shops):** A number of small shop facilities are scattered throughout the base which are used for grounds equipment, utilities systems and other general maintenance functions. These facilities are primarily suited for similar shop functions. The motor pool (Building # 507 - 514) is a modern vehicle maintenance



**Aircraft Apron**  
Air Operations and Maintenance



**Air Operations and Maintenance**  
Aircraft Apron and Hangars



**Air Operations and Maintenance**  
Aircraft Hangars



**Industrial Warehouse and Storage**  
Fuel Storage Tanks



**Industrial-Warehouse and Storage**  
Munitions Storage



**Industrial Shops and Maintenance**  
Auto Maintenance Area

complex with excellent facilities including vehicle lifts, exhaust systems, automatic fire detection systems, an oil/water separation system, and administrative offices. This complex should be retained for this function to serve a comparable civilian organization. The major maintenance building of the motor pool is Building # 512, which is a 22,000 square foot, block-constructed facility built in 1958.

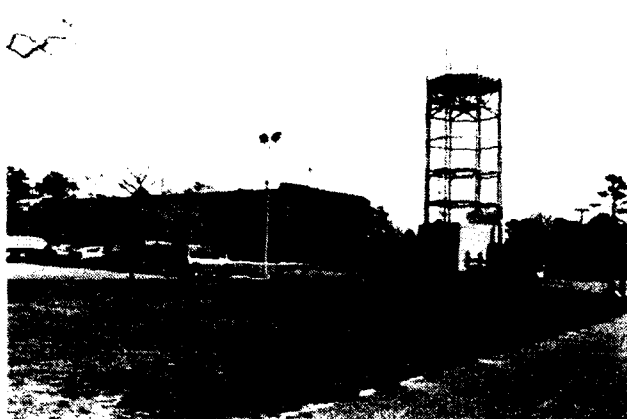
Administrative/Training: There are extensive administrative facilities at MBAFB, most of which are of block construction built during the 1950s. The major administrative/training facilities are located in four areas:

- The Headquarters Building and administrative facilities located on Avenue A.
- Personnel and family support facilities and base civil engineering and related facilities located on 3rd Street.
- The Flight Squadron and pilot training facilities located just west of the hangars and east of 2nd Street.
- A 1986 training complex located on the east side of the runway near the golf course and the FOLTA area.

These buildings are primarily suited for educational and institutional uses or commercial office space. They comprise over 280,000 square feet of space.

Medical/Dental: The hospital on base (Building # 114) is located on Avenue A, which is the main entrance road from the South Gate. This is a 54,000 square foot, block construction building built in 1958. It has the full range of hospital equipment and services, including a pharmacy, operating room, laboratory, x-ray equipment, cafeteria and 10 in-patient beds (capacity for 25 beds). The building is in excellent condition for a 30-year old structure and has had recent HVAC upgrades. However, there are breaks in the interior fire walls and other fire-protection problems which possibly limit the building's conversion to a civilian hospital. The building would serve more than adequately for clinical use but requires further investigation to determine its suitability and/or rehabilitation potential as a civilian hospital.

The adjacent medical buildings next to the hospital are recently constructed (1987 - 88) buildings with excellent potential to serve for civilian-related administrative or medical purposes. The Dental Clinic (Building # 334) is a 1956 structure located near the Supply building on Avenue D. It has conversion potential to a general administrative function if not retained as a dental clinic.



**Administrative Training  
Training Building**



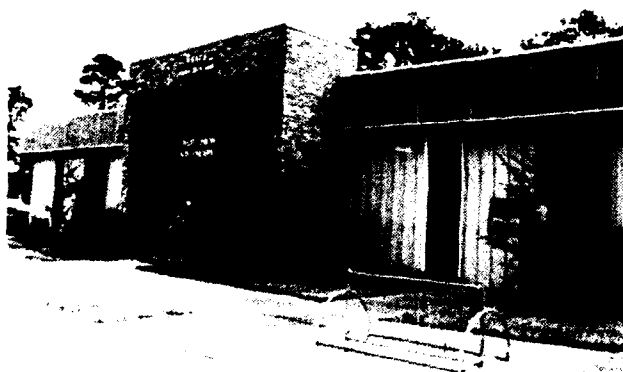
**Administrative/Training  
Education Center**



**Administrative/Training  
South Gate**



**Administrative/Training  
Administrative Building**



**Administrative/Training  
Credit Union**



**Medical/Dental  
Hospital Building**

**Community Services:** These facilities include the full range of buildings necessary to support a small village, including various shops, a grocery store (Commissary; Building # 228); small department store (Base Exchange; Building # 119); Chapel (Building # 112); School (Building # 965); Youth Center (Building # 971); restaurants (Officer's Club; Building # 124 and NCO Club; Building # 120), and Child Care Center (Building # 1286). These facilities are generally attractive, block-constructed buildings in good condition with direct conversion potential to similar civilian functions. The school has had an enrollment of over 800 children and could be retained for grade school education purposes or converted to a vocational or similar higher education center. The Youth Center is the newest of these facilities (constructed in 1991) and ideally suited for municipal, institutional, or other training or educational use.

**Recreation:** The major recreation facilities at MBAFB include a gym (Building # 256), two swimming pools, four tennis courts, a theater (Building # 117) and the Whispering Pines Golf Course, which includes an 18-hole golf course and clubhouse, putting green, and driving range. All of these facilities would be suitable for municipal or institutional recreational purposes.

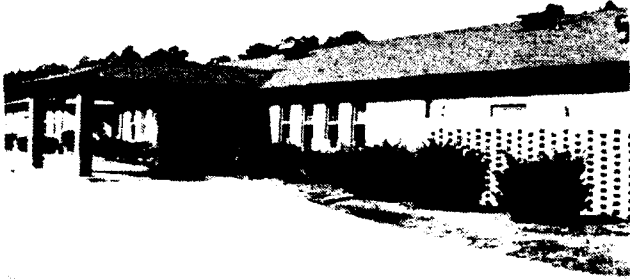
**Housing:** Base housing consists of three major complexes. These include:

- Transient Lodge (Building # 115) and Officer Housing (Buildings # 126 - 127).
- Dormitories (Buildings # 241 - 252).
- Family Housing (Buildings # 601 - 1278).

The transient lodge has 14 efficiency apartments for families. The Officers Quarters, or Billeting Building, has 37 hotel-like rooms with 82 bed spaces in the adjacent dormitory.

The main enlisted barracks or dormitories are late 1950s buildings with each building having 74 rooms and a shared bathroom for every two rooms. These latter buildings are only reusable as institutional (e.g., student) living quarters due to the expense required to convert them to any other use.

The Family Housing area consists of 800 units (duplexes and single-family units) in 448 separate buildings built during the 1950s. The units are slab-on-grade, brick and siding construction which have been "well maintained ... at or above standards for existing housing", according to a recent City of Myrtle Beach Building Inspection Report. The major requirement necessary to render the units suitable for civilian purposes is to install meters for electrical and water supply service, as well as some electrical system upgrading to meet building codes. Windows, doors, roofing and HVAC systems have been upgraded during the 1980s for all units.



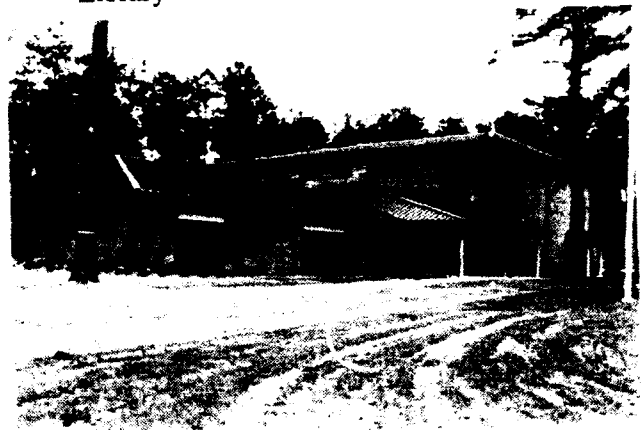
**Community Services**  
Child Care Center



**Community Services**  
Library



**Recreation**  
Campground



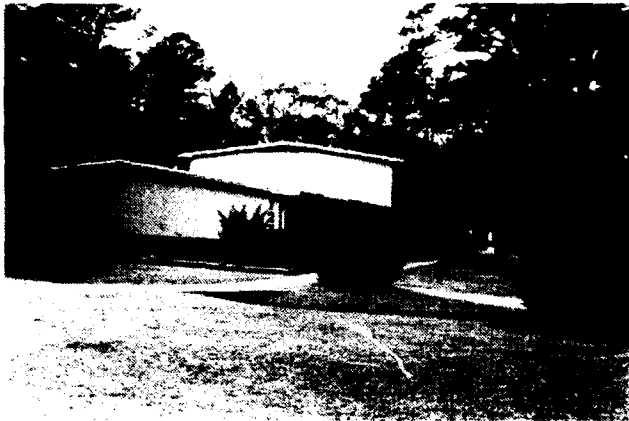
**Recreation**  
Youth Recreation Center



**Recreation**  
Gymnasium



**Recreation**  
Golf Course/Club House



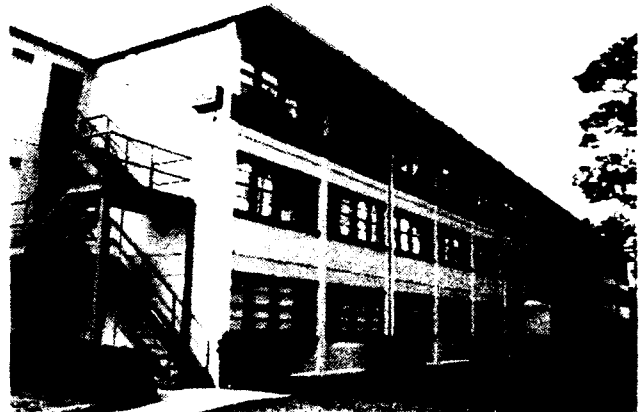
**Housing**  
Transient Lodging Facility



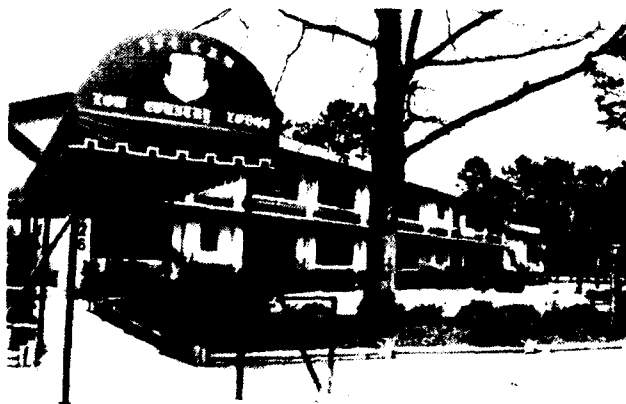
**Housing**  
Single-Family Housing Units



**Housing**  
Dormitories



**Housing**  
Typical Dormitories



**Housing**  
Transient Lodging Facility



### 3.3.2 Utilities/Infrastructure

#### 3.3.2.1 Water System

The water system for the Myrtle Beach Air Force Base is completely self contained with the exception of one connection point with the City of Myrtle Beach water system for use in emergency situations. The connection point is located south of the main gate at the Center South Shopping Plaza and consists of an 8 inch water line tapped from a 12 inch main distribution line (see Figure 3-2). The 8 inch line is reduced to a 4 inch line in the meter vault which seriously restricts the availability of adequate water flows.

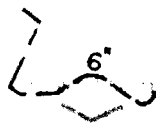
**Distribution:** The distribution system presently consists of approximately 160,000 linear feet of 4 inch to 12 inch water lines which were installed between 1955 and 1958. The main base distribution system consists of lead joint cast iron pipe. The base housing distribution system, also cast iron, was installed in 1958. The overall water distribution system is a loop system including 8 inch and 6 inch water lines. The main line valves and fire hydrants are reported to be in good operating condition and the fire protection system meets present base requirements.

Services lines to the housing units in the southern quadrant of the base are reported to be galvanized iron pipe with no individual metering. There are also some lead "gooseneck" service connections reported in the system.

The golf course, located in northern quadrant of the base, is served by a 6 inch distribution line. The golf course irrigation system does not utilize water from the base water supply but depends on shallow wells and on-site lakes for irrigation water.

**Supply:** There are four wells which supply the MBAFB with water. All four of the wells derive their water supply from the Black Creek Aquifer. This water source was used by all of the municipalities surrounding the base for many years. During the period between 1989-1991, the municipalities abandoned this relatively poor quality water source due with the construction of several surface water treatment plants. While the municipalities continue to maintain their wells for emergency back-up purposes, the surface water plants now provide 100 percent of the potable water for the surrounding area.

The only treatment technique provided for the existing base water supply includes a chlorine gas injection system at each well site. The water from the Black Creek Aquifer is characterized as being "soft" and contains a relatively high amount of sodium and fluoride. The chemical content of the water from Black Creek creates potential health and corrosion problems while properly treated surface water greatly reduces or eliminates these problems entirely.







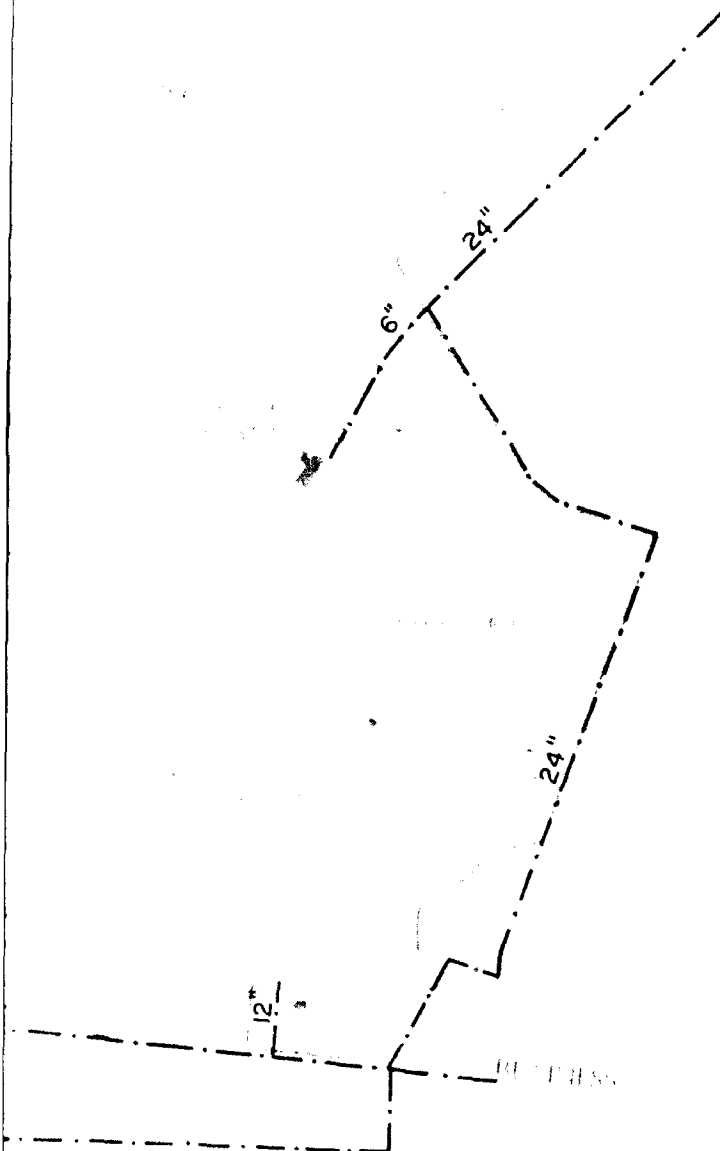
# MYRTLE BEACH AIR FORCE BASE

## COMMUNITY REDEVELOPMENT PLAN

### Water Distribution System

#### Legend

-  GSWA & SA Watermain
-  Myrtle Beach Water Main
-  Well
-  Water Tank



Prepared for:

**MYRTLE BEACH EXECUTIVE COMMITTEE**

South Carolina Defense Base Development Commission

Prepared by:

**EDAW, Inc.**

Economics Research Associates

DDC Engineers, Inc.

The Wordsmith, Inc.

0 100 3200  
Scale in Feet



**Figure 3-2**

Historically, the reported water usage on the Base has ranged from approximately 0.5 million gallons per day (MGD) to 0.8 MGD. Presently, due to the gradual down-sizing of the number of personnel on-base and the transfer of one or more of the A-10 squadrons, average daily usage has been reduced to approximately 0.5 MGD.

**Storage:** There are two elevated water storage tanks in service on MBAFB. Total storage capacity of the tanks is 0.5 million gallons. Both tanks are equipped with cathodic protection and altitude valves. Tank #1 was last inspected in 1989 and the exterior was painted in 1985. Tank #2 was last inspected in 1988 and the exterior was painted in 1987. There are no reports available regarding date of painting of the inside of either of the tanks. According to base inspection records, however, the tanks are in very good overall condition and do not have any rust, corrosion or deposit problems at this time.

**Reuse Considerations:** Present water supply, treatment storage and distribution facilities are adequate to meet the needs of the Base. Due to the chemical content of the water from the Black Creek Aquifer, however, the abandonment of this source for water supply is recommended. With the available capacity from area surface water treatment plants, coupled with the more restrictive EPA guidelines for sodium, fluoride and other chemical contaminants, it is recommended that water supply should be derived from a surface water treatment facility.

The existing distribution system is currently maintained at a pressure range between 50 psi to 55 psi. Any change to the water supply system is recommended to stay within the 50 psi to 55 psi range.

The elevated storage tanks presently provide 0.5 million gallons of elevated water storage on Base. While this is adequate under present usage, major re-development may create a higher demand for storage and the tanks may have to be relocated for expansion of the airport runway system.

### **3.3.2.2 Sanitary Sewer System**

The sanitary sewer system for MBAFB consists of a complex system of gravity and force main lines combined with 24 pumping stations. All sewage is directed to a single off-site collection point and then pumped to the Grand Strand Water and Sewer Authority's (GSW&SA) sanitary collection system. The sewage continues to the Schwartz Plant located off Freewood Road in Socastee Township for final treatment.

**Pump Stations:** Due to the relatively flat terrain of the base and the lack of an overall utility master plan, 24 sewage pumping stations are scattered throughout the base property; 17 of the pump stations are small "grinder" stations that were installed to transmit sewage from only one or two buildings. The majority of these "minor"

stations pump sewage to one of the two main stations of the Base sewage transmission system. A schematic of the base force main and pumping station location is shown in Figure 3-3.

Pump Station #3, located in the Base housing area, is a "triplex" station which includes three different size pumps. Pump Station #3 accommodates approximately 350 acres of existing developed property on the base. Sewage arrives to the station through force mains from two smaller pumping stations and from a gravity collection which consists of approximately 42,500 linear feet of pipe. Presently, the overall condition of the pump station is classified as fair to poor. Prior to the decision to close the MBAFB, the Air Force had scheduled a total upgrade for the station to begin during 1993.

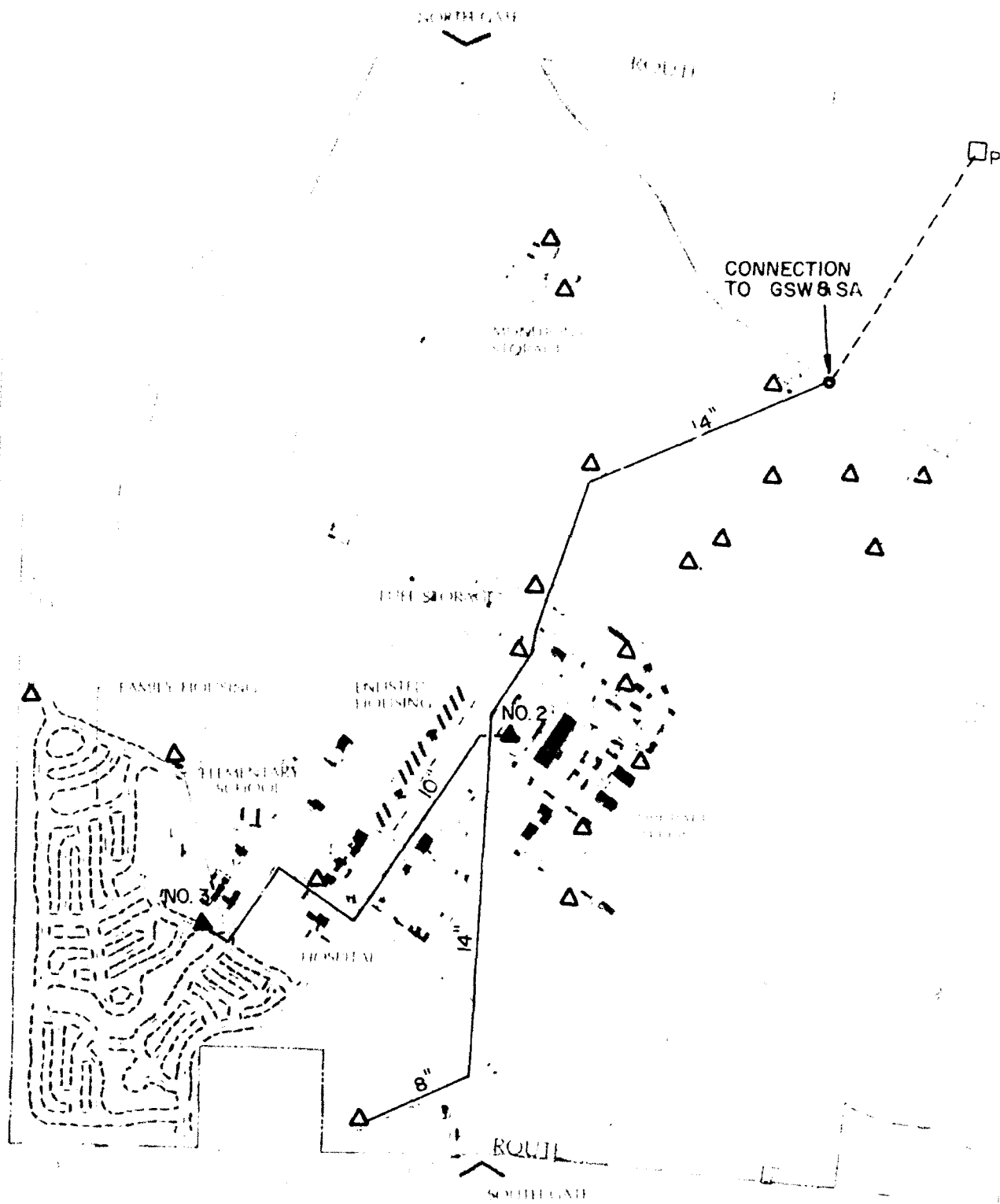
Pump Station #2, located in the Main Base area, is the most important station on-base because ten stations discharge sewage which eventually leads to Pump Station #2. Similar to Pump Station #3, the largest of the three pumps has a dual electric/internal diesel engine driven pump, providing an emergency power supply source. Pump Station #2 accommodates approximately 350 acres of existing developed land along with ten minor stations which pump into the approximately 26,000 LF of gravity sewer line. The pump station is in fair to poor condition and had been scheduled for total replacement by the Air Force during 1993.

**Force Main System:** Installed in the early 1950's, the majority of the Force Main system consists of cast iron, lead joint pipe with several air-release valves. Overall, the Force Main system is rated in fair condition.

**Collection System:** At present, approximately 1000 acres of MBAFB is served by the sewerage collection system. The system was installed during the 1950's and predominantly consists of vitrified clay pipe with rubber wedge lock joints. Sewer installation depths range from 3 to 14 feet with natural water tables at approximately 5 feet. Therefore, the majority of the system is subjected to infiltration conditions.

Patterned interviews indicate that there are no cross-connections between the wastewater and storm sewer systems. Sources of inflow such as roof and cellar drains, cooling water discharges, etc., are collected by storm sewers.

The gravity sewer collection system is comprised of 68,503 LF of pipe, including 42,354 LF in the Base housing area and 26,149 LF in the Main Base. The collection system has been improved over the past few years to reduce infiltration problems. In the family housing area, approximately 42 percent of the existing lines have been



# MYRTLE BEACH AIR FORCE BASE

## COMMUNITY REDEVELOPMENT PLAN

### Sanitary Sewer System

#### Legend

8"	Forcemain
Δ	Lift Station
▲	Main Lift Station

Prepared for  
**MYRTLE BEACH EXECUTIVE COMMITTEE**  
South Carolina Defense Base Development Commission

Prepared by  
**EDAW, Inc.**  
Economics Research Associates  
DDC Engineers, Inc.  
The WordSmith, Inc.

0 800 3200  
Scale in Feet



Figure 3-3

cleaned, video inspected, tested and pressure grouted. Due to their poor condition, approximately 6 percent of the lines had to be replaced. Through these efforts, approximately half of the base housing collection system is currently in acceptable condition.

There have also been some improvements to the collection system in the Main Base area as well. Approximately 20 percent of the gravity sewer lines have been cleaned, video-inspected, tested and pressure grouted. Approximately 13 percent of the lines were replaced. Also, some 6 percent have been slipline ("insituform") treated.

Although the Air Force has upgraded and improved a portion of the gravity sewer collection system, several more improvements to the overall system must be performed in order to raise the system to acceptable standards.

**Reuse Considerations:** The present sewerage collection system pumping stations and Force Main system are in an overall fair condition from an operation and maintenance standpoint. The pumping stations are in poor condition and in most cases should be upgraded or replaced.

After MBAFB closure, each new development project will create a need for individual sewage collection, pump station and force main systems. Overall master planning of a sewage collection system to service the entire 3,700 acres is recommended after conceptual uses are chosen for the base property.

### **3.3.2.3 Municipal Water Systems**

Water supply is currently available to MBAFB property through two municipal sources. These sources, the City of Myrtle Beach and the Grand Strand Water and Sewer Authority (GSW&SA), have expressed interest in incorporating the base into their system. At present, there is an existing tie to the City system as depicted in Figure 3-2. The availability of water service from the City and GSW&SA is discussed below.

**City of Myrtle Beach:** The City has a 30 inch water main located on the south side of U.S. Highway 17 which is connected to a 24 inch main that is located adjacent to Jetport Road and Broadway, and continues to 17th Avenue South. This series of lines are located adjacent to the east side of the base. At present, there is an 8 inch water main which runs along Highway 17 Business on the south side of the base. This 8 inch line interconnects with a looped 16 inch line located near the south (main) gate and a 12 inch line extends along U.S. Highway 17 Business to a point just west of the interconnection point between the base system and the city system. Pressure in the city lines averages 55-60 pounds per square inch (psi). The City has indicated that this pressure will be adequate to serve the base. The City has planned an extension of



the transmission main from the intersection of Jetport Road and Highway 17 By-Pass to a point near the north (back) gate of the Base. Implementation of this decision is contingent upon the projected needs of the potential development of the base property.

At present, the city surface water treatment plant has an uncommitted capacity of approximately 4 million gallons per day. The water source for this plant is the Intracoastal Waterway near 10th Avenue North in Myrtle Beach. The projected growth rate of water demand for the next twenty years for the City, including growth in the City of North Myrtle Beach, is estimated to be 2 to 3 percent annually. The City of North Myrtle Beach purchases water from the City of Myrtle Beach through a long-term contractual agreement.

Impact fees associated with the City of Myrtle Beach water system is based upon Equivalent Residential Units (ERU's). One ERU is rated at 300 GPD. Impact fees are \$608 per ERU with an expected 5% increase per year, effective July 1 of every year. User charges at this time are \$1.95/1,000 gallons of water.

**Grand Strand Water and Sewer Authority:** The GSW&SA has an existing 8 inch waterline located adjacent to U.S. Highway 17 By-Pass near the north (back) gate of the base. GSW&SA also has an existing 12 inch waterline located near the south (front) gate of the Base. GSW&SA has stated that they can extend lines to increase availability of service in the event that it is deemed necessary.

The uncommitted capacity of the GSW&SA surface water treatment plant is approximately 9 million gallons per day. Total capacity of the plant is 21 mgd and GSW&SA has indicated that after approximately 24 months of operation, the plant's rating will increase from 21 mgd to 28 mgd. Projected growth in the GSW&SA service area for the next 20 years indicates a demand of approximately 40 mgd. The plant can be easily upgraded through modular expansion. The water source is Bull Creek, a tributary of the Great Pee Dee River. The Bull Creek provides an average of over 5 billion gallons of water per day and is fed by one of the largest drainage basins on the entire east coast. A sufficient amount of water flows through Bull Creek in order to meet the projected water demand of Horry County for an indefinite period.

The GSW&SA Bull Creek Plant is located on a 600-acre site. The site is designed not only to handle expansion of the water treatment and transmission facilities, but also sludge disposal facilities for the long term future of the area via an alum sludge farm. The GSW&SA's policy regarding the capital improvements of off-site water transmission and treatment plant is the same as the policy for wastewater, i.e., the off-site water transmission and treatment plant facility improvements will be the responsibility of the GSW&SA and financed via accrued impact fees.

### 3.3.2.4 Municipal Sewerage Systems

Sewage transmission, treatment and disposal services for the base is currently provided by GSW&SA. Prior to the initiation of closure activities, the peak monthly flows averaged approximately 0.63 MGD. The peak flow experienced from the base was 817,119 GPD in November, 1989. Presently, due to gradual reduction in base personnel, sewage flows are roughly reduced to 0.3 MGD. Originally, on-base sewage was treated by a primary settling, trickling filter and chlorination system with a design capacity of 0.75 MGD. The plant was abandoned in 1982 when GSW&SA began accepting sewage flows from the base.

The characteristics of the sewage flow from the base has been almost entirely domestic. While discussions were held between the Air Force and GSW&SA regarding the potential need for treatment of industrial wastewater, the decision to close MBAFB eliminated the need to treat industrial wastewater and there is no pre-treatment facility or program for the base sewerage planned at this time.

The plant which presently treats sewage flows from the base is the J. L. Schwartz Plant. The capacity of the plant is 12.5 MGD. The remaining uncommitted capacity of the plant, without expansion, is 7.0 MGD. The maximum capacity of the sewage transmission system is 3.0 MGD. The base represents approximately 19.2 percent of the total transmission system capacity.

**Myrtle Beach System:** The City of Myrtle Beach service area for sewage treatment from the *Preliminary Engineering Report 201 Plan Update - Phase I* (prepared by Consoer Townsend, Inc., in November, 1985) includes a portion of MBAFB. The City presently provides wastewater treatment for the Jetport terminal and the command center. At this time, the remaining uncommitted capacity for the city wastewater treatment plant is 6.5 MGD.

The City has expressed an interest in incorporating the entire base into their municipal system after closure. This would include ownership and responsibility for the existing system as well as providing sewerage treatment. Under present DHEC guidelines, approvals by several agencies must be sought to alter the present 201 Facilities Plan. The alteration of the plan must be completed prior to all the considerations of the base sewer system into the city system. Because the Base is located within the corporate city limits of Myrtle Beach, agreements must be reached between GSW&SA and the City regarding this issue.

### **3.3.2.5 Municipal Storm Drainage Collection System**

MBAFB is presently served by a storm drainage collection system that consists of curb inlets, drainage ditches, box culverts and pipes. There are two major outfalls which direct storm water off-base, one flowing north and ending at the Intracoastal Waterway and the other leading to the ocean. Both outfalls utilize box culverts located beneath either Rt. 17 Bypass, Rt. 17 Business or Ocean Boulevard.

**Storm Water Collection System:** The majority of the storm drainage system was constructed during the 1950's. Although the system has been expanded over the years, it was not designed to insure the drainage of the undeveloped areas of the base. The developed areas enjoy adequate storm water relief from the existing system. The undeveloped areas are poorly drained and tend to retain large amounts of rainwater. Because of this, many of these areas may now be considered jurisdictional wetlands by the U.S. Army Corps of Engineers.

The street system serving the base incorporates curb inlet type drainage which leads to a series of drainage swales and ditches. Due to the lack of topographic relief across the Base, certain ditches retain water for a period of time after a rainfall event. Adequate mowing of vegetation and maintenance of the ditches keeps this to a minimum. The sandy soils compensates for the remaining standing water through percolation of the standing water into the ground.

**Reuse Considerations:** With continued development of the base, storm drainage runoff will increase to a point that the outfall ditches and their constriction points may not be of adequate size and slope to transmit sufficient flows in order to prevent flooding. Therefore, it is recommended that all future development on the base be required to follow the storm water retention/detention guidelines set forth by the South Carolina Coastal Council and the City of Myrtle Beach. The base property falls within the jurisdictional boundaries of both of these agencies and all future development will be required to meet their guidelines as well as the guidelines of other agencies such as the South Carolina Land Resources Commission and the South Carolina Water Resources Commission.

The maintenance of the existing storm drainage system should continue in the same manner in which the Air Force has maintained it. If the vegetation in ditches and swales is not cut or maintained in the future, drainage patterns may be hampered and, if the vegetation is allowed to grow without any mowing and clearing, parts of the system will eventually become dysfunctional resulting in flooding of low lying areas.

### **3.3.2.6 Electrical Distribution System**

General Conditions: The Myrtle Beach area is served by Santee Cooper, a state-owned electric utility. MBAFB is currently served by Santee Cooper through a 115 kV transmission line and a 1.0 megawatt substation transformer which is located on base. Some modifications have been made to the transformer by Santee Cooper, increasing capacity to 1.25 megawatts. The substation power is then transferred to the main switching station on base via a 12 kV Santee Cooper power line. From the switching station, power is distributed via three main distribution feed lines which are protected by an oil circuit breaker. Of these three main distribution lines, two supply the base housing area and one serves the main base area. In a study conducted by the Air Force, the sizing and capacity of the main base feeder was identified as not adequate to meet the existing conditions and could not meet the future demand created by construction of additional facilities along the flight line.

The peak demand on the Base during 1991 was 11.9 mva or 53% of installed transformer capacity. The existing substation is located on the western side of the Base property and the Myrtle Beach to Garden City 11.5 kV line runs along the western and southern boundaries of the property. These locations will allow for future transmission service points if necessary.

Reuse Considerations: Santee Cooper will make the necessary efforts to acquire the distribution facilities which presently exist on Base. Because the Base is within Santee Cooper's service territory, Santee Cooper will provide all necessary revisions, extensions and additions to serve present and future requirements.

Adequate transmission facilities presently exist in the area to serve foreseeable growth. It is Santee Cooper's policy to meet the demands of present and future customers in its service area in a timely manner with reliable electric service at the lowest possible cost.

Santee Cooper has requested that their Horry-Georgetown division be kept apprised of development plans so they will have time to properly meet the needs of any proposed new development that would have a major impact on the electrical demands in the area.

### **3.3.2.7 Natural Gas**

MBAFB and the surrounding area is served by South Carolina Electric and Gas (SCE&G). Presently, the base has eight major service points where natural gas is utilized. The service is supplied through approximately 10,000 LF of 6" main, 6,100 LF of 4" main and 1,700 LF of 2" main. Each of the service points is individually metered. The base receives the gas supply from off-site through a 6" steel gas

transmission line which enters the property near the North Gate. The line feeds to a regulating station which constitutes the beginning of the on-site system.

Prior to 1992, the annual load requirements for the base were approximately 100,000 decatherns. Capacity of the existing system far exceeds this, and SCE&G's extension policy is such that they will provide sufficient capacity for any need developed on the base property.

#### **3.3.2.8 Telephone**

The MBAFB telephone system is provided and served by GTE South. The on-base system, a GTD 4600 PBX, was converted to a "Centranet" system by GTE in December 1992 because of the pending closure of the base. The Centranet system allows the continued utilization of all existing telephone lines on the base and also allows central computer switching to separate individual buildings and areas. This is an asset to the redevelopment process because it will eliminate the need to extend new lines to existing buildings and will facilitate utilization of existing facilities by different individual companies without any on-site revisions.

GTE is committed to continued service to the base throughout redevelopment and has the capability to serve any type of future development scenario.

#### **3.3.2.9 Cable TV**

Cable T.V. service is currently provided to the Air Base by Jones Intercable, Inc. Jones Intercable is the seventh largest cable operator in the United States, and its Surfside Beach system serves the entire South Grand Strand area.

Jones Intercable offers 56 total channels with plans for adding on three new channels in early 1993. The capacity is 77 channels. The system employs fiber optics for trunk service reliability, clarity and dependability of picture to its customers.

Jones Intercable is the only cable system in the Grand Strand area which currently has a 100% addressable system. This creates the potential for customers to have instant pay-per-view ordering, immediate premium channel additions or deletions due to a fully computerized data base.

Jones Intercable owns and operates the cable system throughout the entire base, which includes service to the 1,504 barracks and single-family homes. With the technology of fiber optics, Jones Intercable can expand its capabilities to meet any future development proposed.

Currently, Jones has a franchise to service the Air Base. The rates for the base are outlined under a bulk contract in this franchise agreement. Jones Intercable has expressed an interest to negotiate a bulk discount for the new owners of the facilities and land areas, depending on their service requirements and needs.

### **3.3.3 Environmental Constraints**

#### **3.3.3.1 Wetlands**

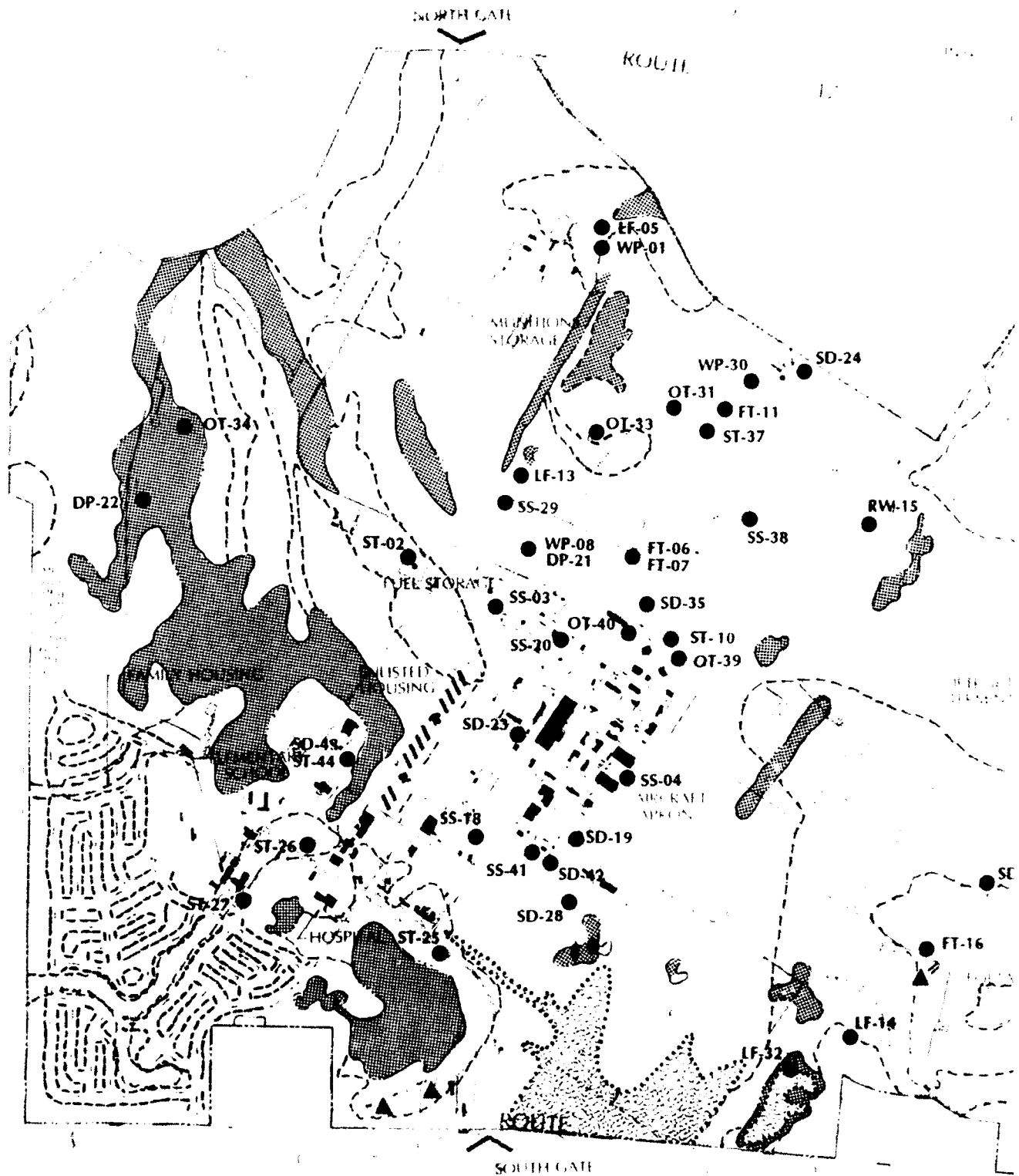
MBAFB consists of 3,700 acres of relatively flat topography. The base airfield elevation is 26 feet above MSL and, according to the Air Force's construction documents, is the highest topographic elevation on the base. Due to the lack of topography and, in most areas, poor drainage, the coastal region of South Carolina has a high percentage (20-45 percent) of 404 Jurisdictional Wetlands. Based on the National Wetlands Inventory (NWI) Maps, approximately 10 to 15 percent of the undeveloped property on base appears to be wetlands. While the NWI maps contain a general idea of the location and nature of wetland areas, they cannot be considered as a definitive representation of the total acreage of wetlands on a site. Other indicators include the Soil Conservation Service Soils (SCS) Maps for the area and infra-red aerial photography, available through the South Carolina Coastal Council. Figure 3-4 shows NWI-identified wetlands and hydric soils as classified by SCS. This information is still insufficient to accurately determine the size and location of all wetland areas but, for planning purposes, provides a general indication of where wetlands can be expected within the base property. A more detailed wetlands survey of the entire property has been conducted by the Air Force.

#### **3.3.3.2 Endangered Species Habitat**

There are several animal and plant species that are either protected (endangered/threatened) or are undergoing status review in the coastal region of South Carolina. While many of these species exist, and in some cases flourish, in the area, there is no indication that any of these species occupy areas of the base at this time.

#### **3.3.3.3 Hazardous Waste Sites**

At present, there are many types of hazardous materials present on base including, but not limited to, fuels, oils, pesticides, herbicides, asbestos, polychlorinated biphenyls (PCB's). Fuels are stored primarily in above and underground storage tanks. As part of the base closure, these sites will be cleared of all hazardous materials. All other hazardous materials, such as acids, compressed gases, and solvents that are not needed for maintenance of the base until final disposition is determined will be shipped and



# MYRTLE BEACH AIR FORCE BASE

## COMMUNITY REDEVELOPMENT PLAN

### Environmental Constraints

#### Legend



#### Wetlands

(Source: National Wetland Inventory,  
U.S. Dept. of Interior)



#### Hydric Soils

(Source: Soils Conservation Service,  
U.S. Dept. of Agriculture)



#### 100-year Floodplain

(Source: Myrtle Beach Air Force Base  
Mapping Information)



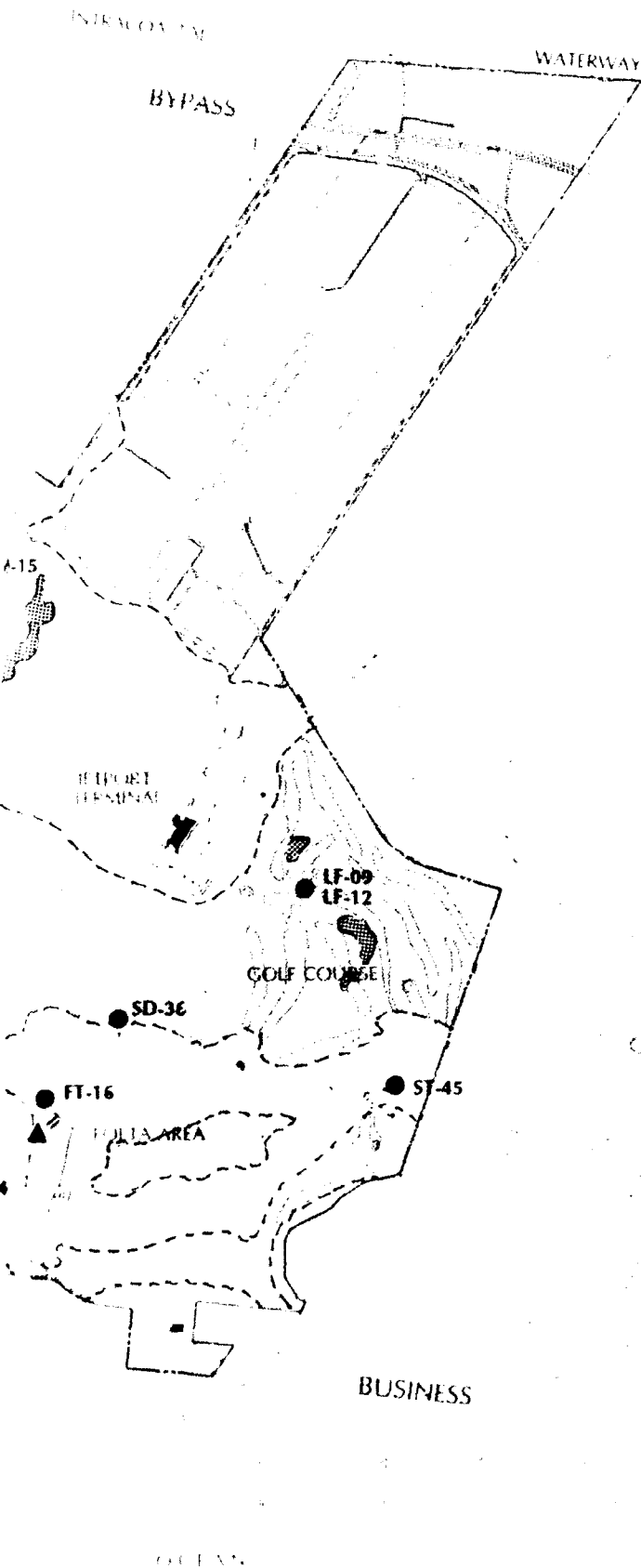
#### Archaeological / Historic Sites

(Cultural Resources Analysis, May, 1980)



#### Installation Restoration Program Sites

(Source: Myrtle Beach Air Force Base  
Comprehensive Plan)



*Prepared for*

#### MYRTLE BEACH EXECUTIVE COMMITTEE

South Carolina Defense Base Development Commission

*Prepared by*

#### EDAW, Inc.

Economics Research Associates  
DDC Engineers, Inc.  
The Wordsmith, Inc.



Figure 3-4



**Table 3-6 INSTALLATION RESTORATION PROGRAM SITES-KNOWN/  
SUSPECT CONTAMINATION SITES**

Myrtle Beach Air Force Base, South Carolina

Site	Description	Status
WP-01	Weathering Pit #2	RI
ST-02	Myrtle Beach Pipeline Co. #2	RA
SS-03	POL Bulk Fuel Storage Area	CAP
SS-04	Flightline Contamination Area	SI
LF-05	Landfill #3	RI
FT-06	Fire Training Area #1	RI
FT-07	Fire Training Area #2	RI
WP-08	Weathering Pit #1	RI
LF-09	Landfill #4	RI
ST-10	Underground Waste Chemical Storage Tanks	NFA
FT-11	Fire Training Area #3	RI
LF-12	Landfill #1	RI
LF-13	Landfill #2	RI
LF-14	Landfill #5	RI
RW-15	Radioactive Vault	NFA
FT-16	Fire Training Area #4	RI
SS-18	BX Service Station	CAP
SD-19	Engine Shop Drain	RD
SS-20	Military Service Station	CAP
DP-21	Drum Disposal Pit #1	SI
DP-22	Drum Disposal Pit #2	SI
SD-23	Civil Engineering (CE) Paint Shop	RI
SD-24	Old Entomology Shop	SI
ST-25	Old Well #2	CAP
ST-26	Lift Station #1	CAP
ST-27	Lift Station #3	CAP
SD-28	Drainage Ditch/Storm Sewer	SI
SS-29	Myrtle Beach Pipeline Spill #1	SI
WP-30	Sewage Treatment Plant	SI
OT-31	Firing-in Butt	RI
LF-32	Construction Rubble Dump (MISQUE)	SI
OT-33	Small Arms Range	RI
OT-34	EOD Proficiency Range	SI
SD-35	SWA Fuel Bladder Maintenance Area	SI
SD-36	Old Fuel Bladder Training Area (FOLTA)	SI
ST-37	WW II Fuel Storage/Distrib. System	SI
SS-38	Old Engine Test Cell	SI
OT-39	Armaments Shop Disposal Site	SI
OT-40	Armaments Shop Storage Area	SI
SS-41	AGE Storage Yard	SI
SD-42	AGE Washrack	SI
SD-43	Auto Hobby Shop O/W Separator	SI
ST-44	Auto Hobby Shop UST	NFA
ST-45	Golf Course Maintenance Area	SI

**Legend**

CAP- Corrective Actions Planning (State Underground Storage Tank Regs.)

NFA- No Further Action

RI- Remedial Investigation

RA- Remedial Action

SI- Site Investigation

used elsewhere or sold as excess supplies in accordance with applicable federal and state regulations. Hazardous wastes collected during the base closure process will be disposed of before closure.

A number of known or suspected hazardous waste sites have been identified at MBAFB as part of the Air Force's Installation Restoration Program (IRP). The locations of these sites are shown in Figure 3-4 with an accompanying chart indicating the clean-up status for the sites provided in Table 3-6. More detailed information on each IRP site is provided in the Appendix. The Air Force is legally required to complete clean-up of each of these sites prior to property transfer to civilian organizations or uses.

### **3.4 ALTERNATIVE REUSE SCENARIOS**

Based on the information documented in this chapter of the report, four redevelopment alternatives were developed for MBAFB. These four alternatives do not necessarily represent proposed land use plans, but rather attempt to group compatible uses together in four distinct development schemes for further evaluation and discussion. These redevelopment alternatives were also submitted to the Air Force during March 1992 for consideration on the MBAFB Disposal EIS currently being prepared.

The four alternatives are shown in Figure 3.5. All four alternatives include the Jetport and aviation-related industrial uses as the major redevelopment focus for the base. Three of the four alternatives allow for expansion of the Jetport with an additional runway (parallel or crosswind) provided. Also, all four alternatives treat the northeast quadrant of the base similarly, with the golf course retained for either municipal or private recreation use and additional property provided for AVX expansion. Three of the four alternatives provide an area for the proposed Aviation Museum using part or all of the FOLTA area for historic interpretation purposes.

The balance of the base property is then recommended for distinctly different redevelopment options. These include:

Alternative 1: Educational Complex/Center supported by R&D and office uses of existing base facilities in the core area, new hotel and convention facilities, student housing and a retirement village. The largely undeveloped southwest quadrant would be developed for residential purposes.

Alternative 2: Aviation-Related and Commercial redevelopment of the core area. The undeveloped quadrant would be developed for resort commercial purposes such as a major theme park.

Alternative 3: Commercial redevelopment of all Route 17-Business properties with a major recreation complex provided adjacent to the expanded airport and a theme park/commercial/residential resort area provided in the Southwest quadrant.

Alternative 4: Mixed Used development is encouraged in this scheme with a "Town Center" developed in the center of the base surrounded by aviation-related, educational, recreational, and residential uses.

Since these four schemes were developed for discussion purposes with the Redevelopment Task Force and subsequent consultant team evaluation, no one scheme was recommended as the preferred base redevelopment scheme. Rather, the better points from all four schemes are combined to form the basis of the recommended plan for the base, as described in the following chapter of this report.

Figure 3-5  
Alternative Development Concepts

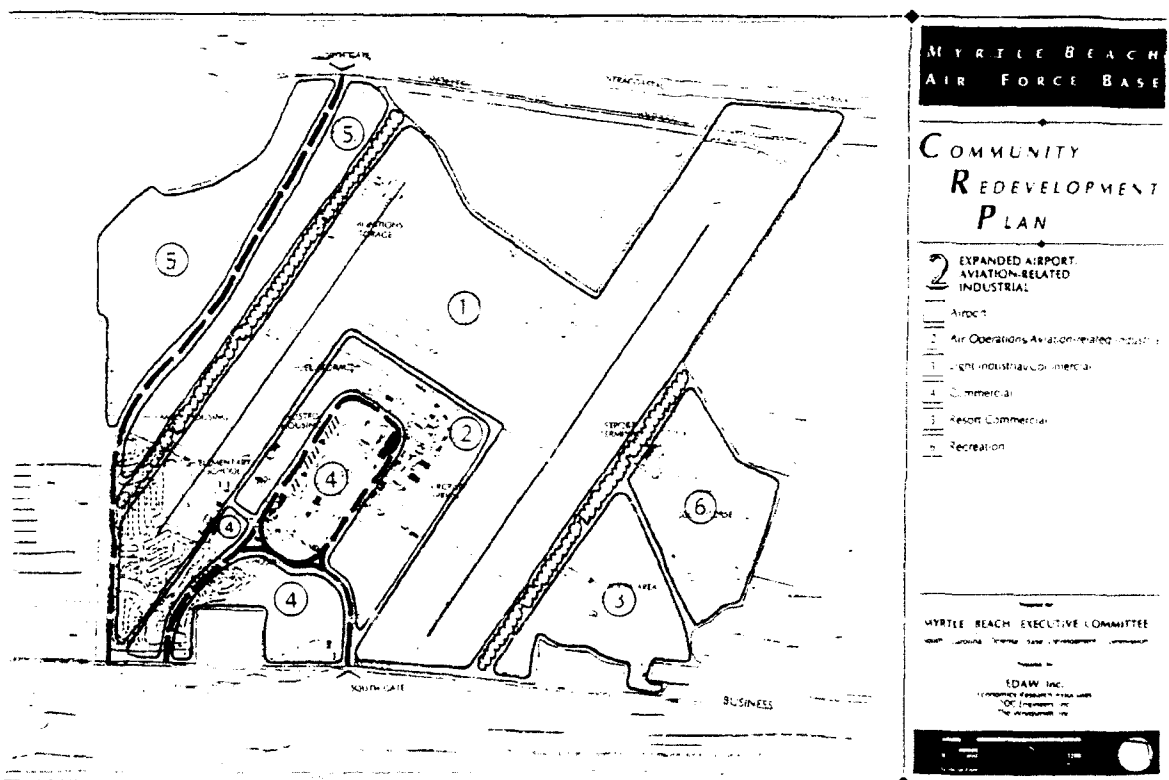
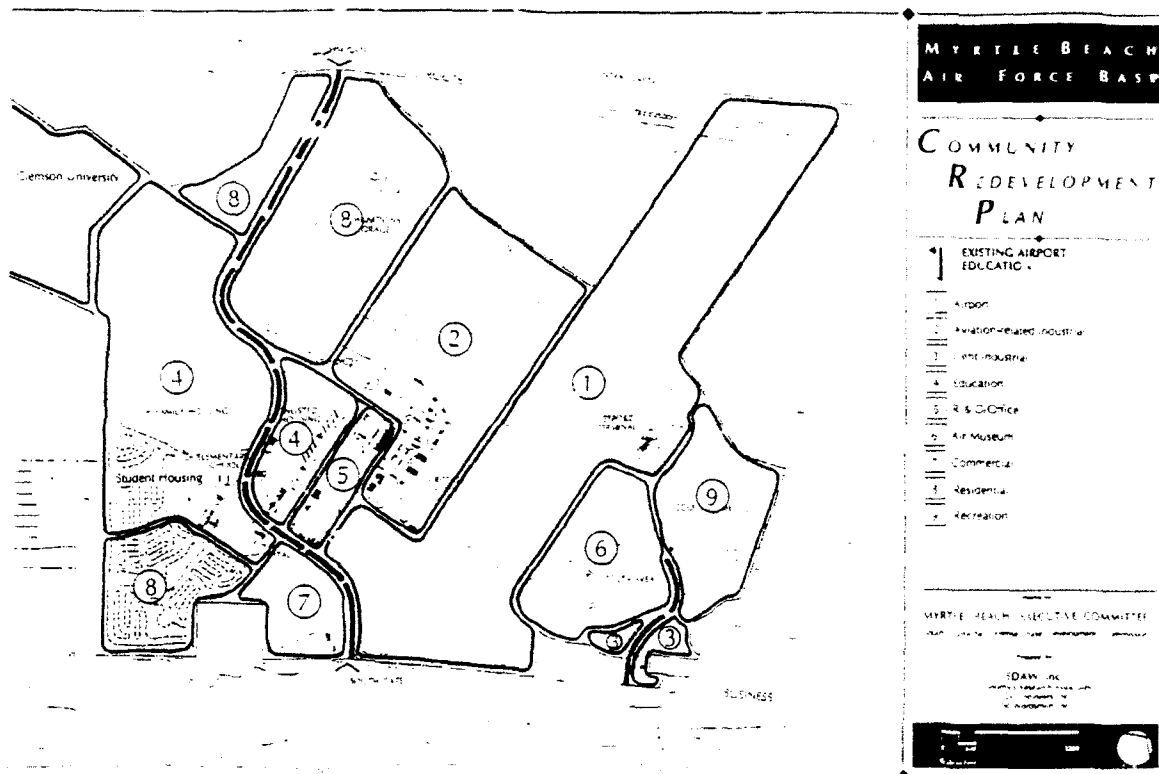
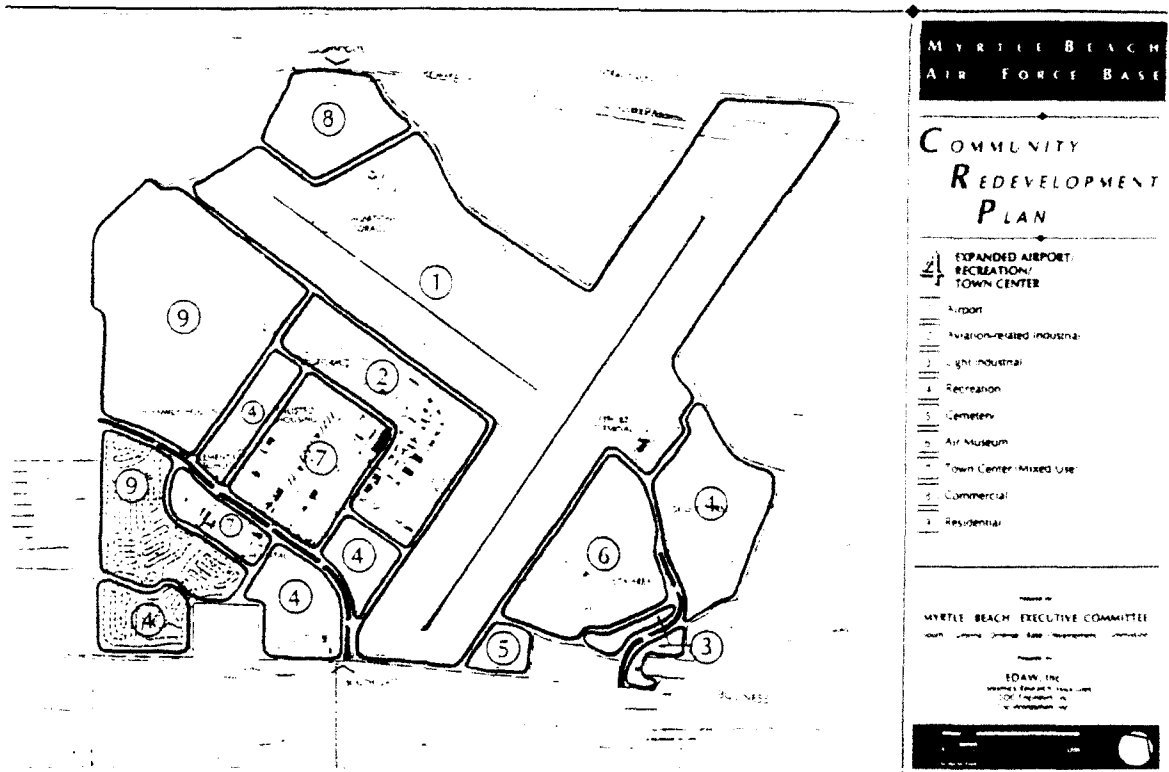
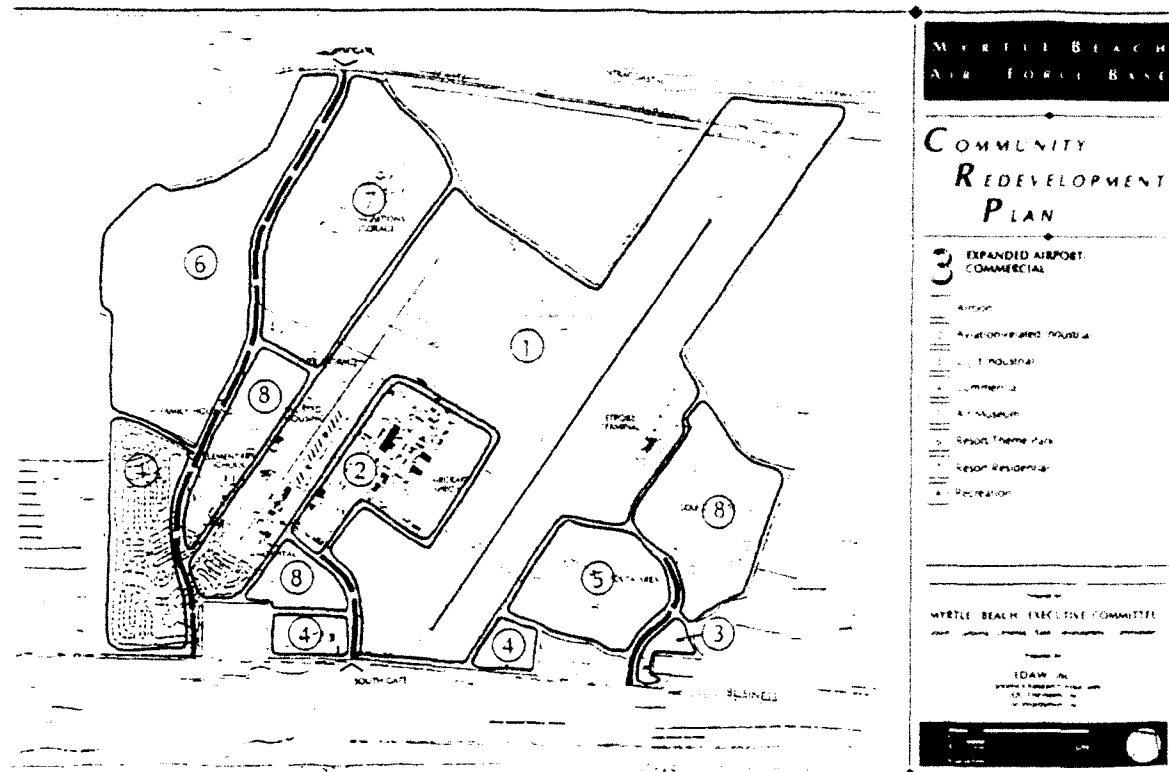


Figure 3-5 Continue



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CHAPTER FOUR



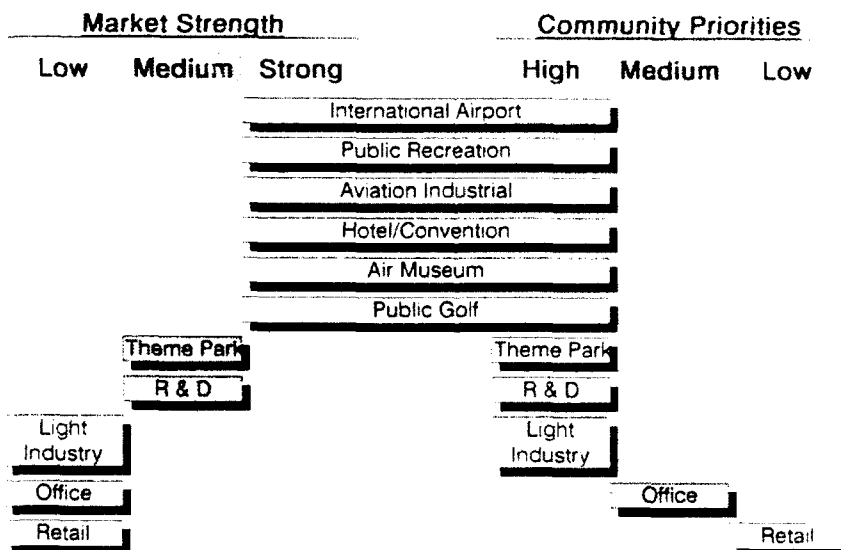
## 4.0 Recommended Reuse Plan

### 4.1 REDEVELOPMENT STRATEGY

The proposed redevelopment strategy for MBAFB incorporates several planning principles as itemized below. These factors form the basic rationale for the reuse consultant team's approach to long-term redevelopment of the base. Several of these principles were identified and generally agreed upon during the April, 1992 vision session held with community leaders. They are as follows:

- The major components of the recommended plan include those uses which have a high community priority and for which there is a medium to strong market potential. Figure 4-1 illustrates this interface between community priorities as determined by our surveys, and economic development potential of possible uses for the base property as determined by our research over the last several months.

Figure 4-1:  
Interface Between Market and Community Priorities



Source: EDAW/Economics Research Associates

- The Jetport is the highest priority element and use for MBAFB because of its integral value to the resort/tourism market of the Grand Stand. The plan developed for the base should accommodate the Jetport's long-term flexibility to serve the Grand Stand area and allow for expansion of the facility if and when needed.
- Industrial-related jobs are a scarce resource in the City of Myrtle Beach. Such jobs should be protected where they currently exist (e.g., AVX) and new opportunities should be allowed in the plan to the extent possible. Aviation-related industrial opportunities, in particular, are recognized as a priority.
- Institutional uses are also recognized as a priority in our plan because they can make the best use of the institutional nature of the facilities existing at MBAFB. In addition, educational/institutional uses are particularly compatible with R&D programs (e.g., new aviation material research, etc.) and high technology uses, as well as museum, recreation, sports training, health care and adult and senior citizen cultural programs and uses.
- The location of MBAFB between Route 17 Business and Route 17 Bypass, one-half mile from the ocean, provides a significant opportunity to expand the tourism amenities already present in the community. However, the recommended strategy is to encourage a high-quality, destination resort with first-class lodging and commercial facilities to establish a distinct focus of tourist attractions to this part of the City. Further, this tourism component should be exemplary in futuristic facilities, such as pollution-free, energy saving buildings, and linkages to a city-wide monorail system and other alternative transportation modes potentially serving the resort area.
- Finally, maximum protection of environmental resources is a priority in the plan. The image desired for new base development is a richly landscaped environment with broad, tree-lined thoroughfares, major water features and ponds, large irrigated lawns and open spaces, and attractive buildings and street furnishings with preserved woodlands and wetlands integrated throughout the new employment community established on-base.

These factors have established the framework for the plan contained herein. The resulting redevelopment strategy is one which promotes aviation use for the site (providing for significantly increased commercial and GA air traffic) combined with a new civilian employment base of aviation-related industrial, educational,



R&D and commercial uses developed in a coordinated "New Town" fashion incorporating maximum recreation, environmental and tourism/resort amenities for the greater Grand Stand community.

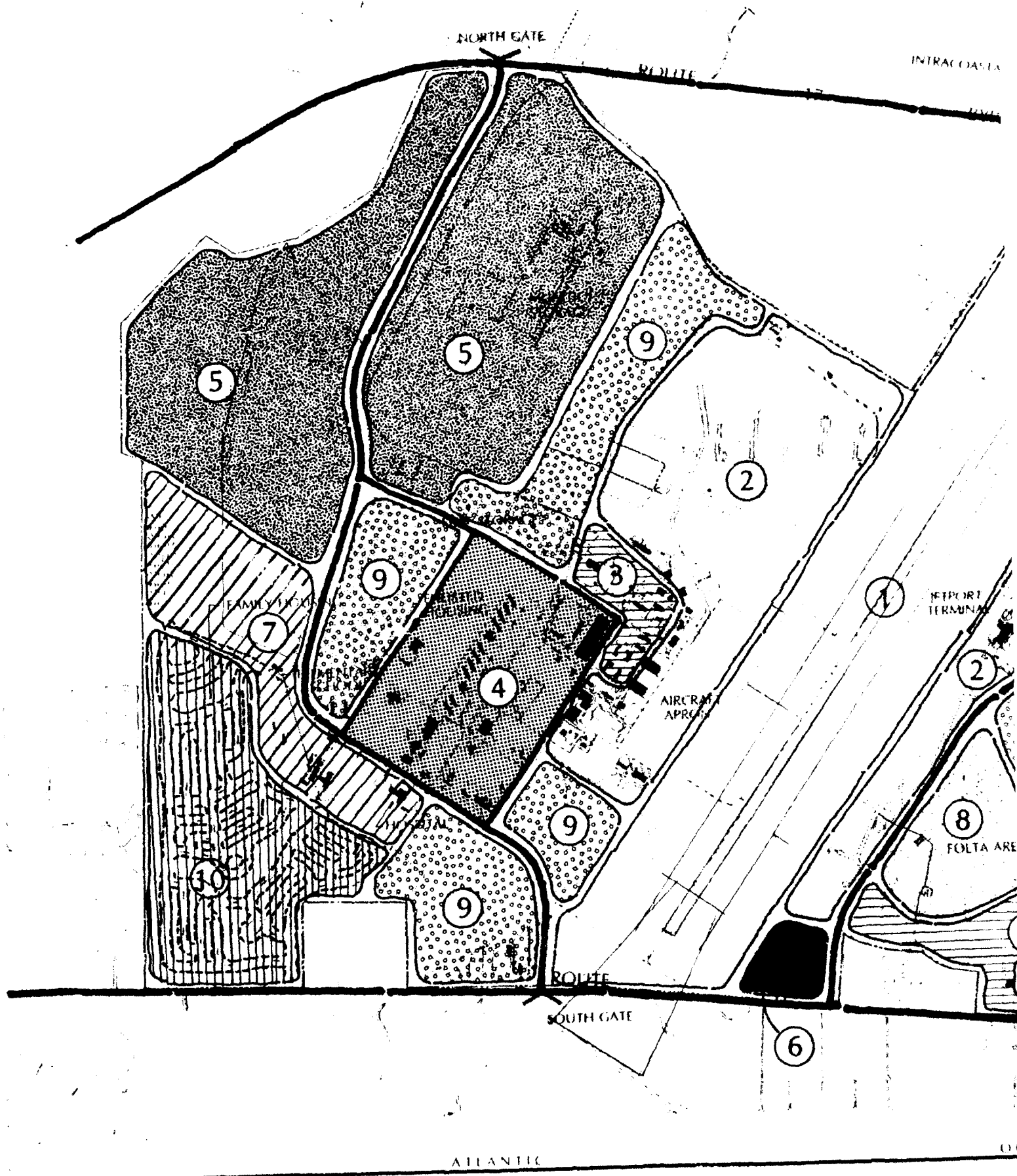
## 4.2 LAND USE AND CIRCULATION PLANS

To implement our suggested strategy, a two-phased plan is recommended as the best approach to base redevelopment. This two-phased approach provides an **interim plan** for immediate and near-term base development and a **long-term plan** accommodating the full expansion needs of the Jetport, including an additional parallel runway for general aviation aircraft use. This approach allows for the proposed interim uses to continue as a perfectly viable and realistic solution to base redevelopment if expansion of the jetport is not required beyond the runway configuration presently existing. However, an important feature of the plan is that major redevelopment (and new infill development) is only encouraged outside of the existing and potential future airfield runway and clearance zone areas. All of the existing facilities within the proposed additional parallel runway provided in our plan are 1950s-1960s facilities, which are perfectly adequate for interim uses and can be expected to reach the end of their expected "lifetime" by the time this runway expansion may be necessary 10-20 years or more in the future.

### 4.2.1 Interim Land Use Plan

The proposed Interim Land Use Plan for MBAFB is shown in Figure 4-2 and consists of ten primary areas. (Road rights-of-way account for an additional 20 acres.) These areas include:

<u>Land Use</u>	<u>Area</u>
Airfield	900 acres
Air Operations/Aviation-Related Industrial	500 acres
Light Industrial	115 acres
Commercial	30 acres
Commercial/Resort	800 acres
Education/Medical	175 acres
Air Museum	100 acres
Mixed-Use	200 acres
Recreation	690 acres
Residential	<u>260 acres</u>
TOTAL	3,770 acres



# MYRTLE BEACH AIR FORCE BASE

## COMMUNITY REDEVELOPMENT PLAN

### 1 Interim Land Use Plan

- 1 Airfield
- 2 Airfield Operations/Aviation-related Industrial
- 3 Light Industrial
- 4 Mixed Use
- 5 Commercial/Resort
- 6 Commercial
- 7 Education/Medical
- 8 Air Museum/Light Industrial
- 9 Recreation/Open Space
- 10 Residential

Prepared for:

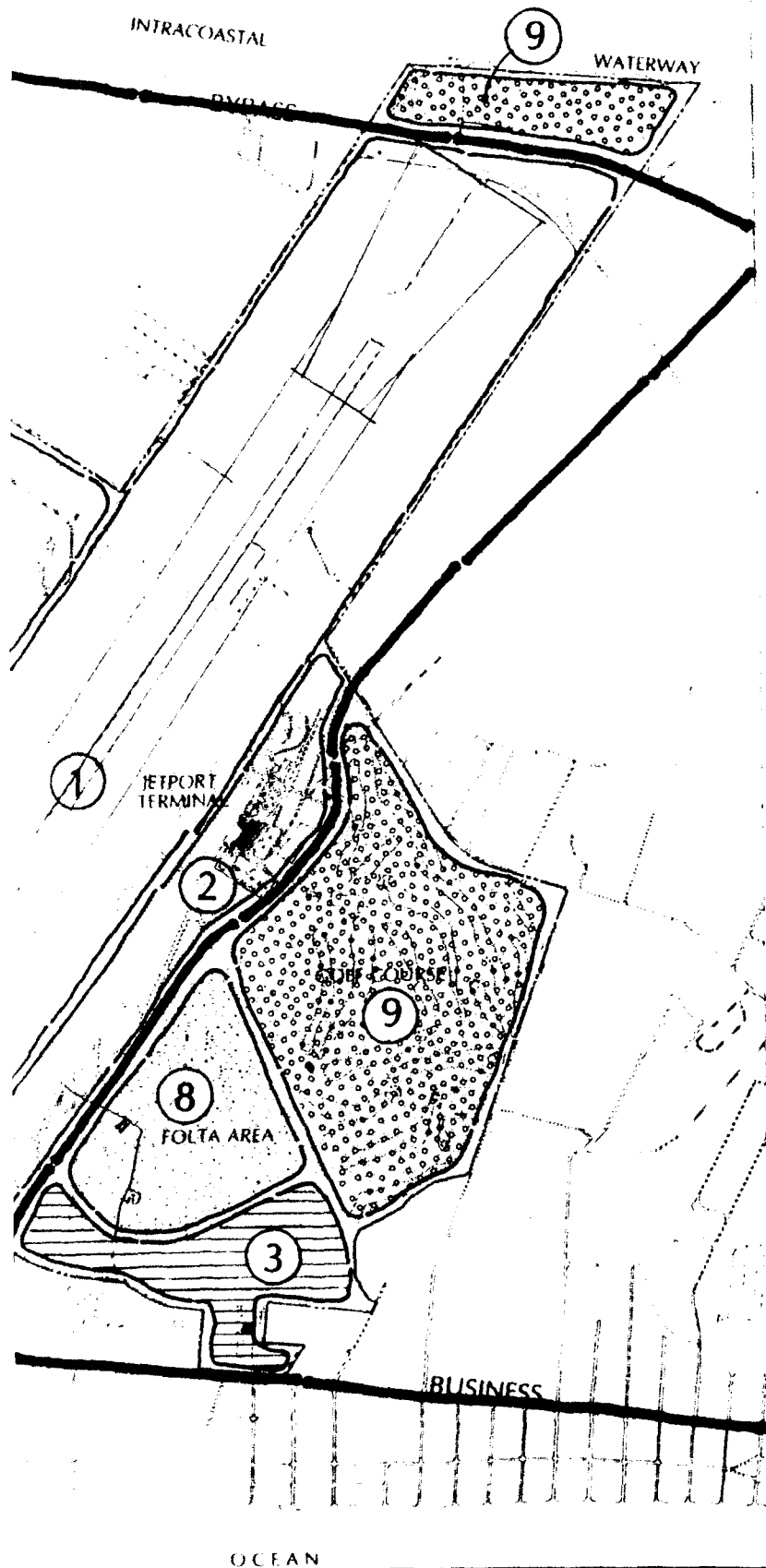
**MYRTLE BEACH EXECUTIVE COMMITTEE**  
South Carolina Defense Base Development Commission

Prepared by:

**EDAW, Inc.**  
Economics Research Associates  
DDC Engineers, Inc.  
The Wordsmith, Inc.



Figure 4-2



The primary component and centerpiece of the plan is the existing Jetport. Nine hundred acres are provided for the existing runway, taxiways and associated approach/clearance zones with an additional 500 acres provided on either side of the existing runway for aviation support and airfield operations functions. This planned land area is intended to satisfy all the requirements of the current Jetport expansion program and allow for new aviation-related industrial uses to be developed utilizing the vacated USAF facilities and open area south of the existing runway.

New access routes between Route 17 Business and Route 17 Bypass are provided on each side of the Jetport. These roads should be four lane divided highways with landscaped medians to serve the new civilian land uses shown in the plan. The road on the north side of the Jetport is an extension of the existing Jetport access road providing direct access to the terminal expansion area east of the existing terminal. The road on the south side of the Jetport connects the two existing entrances to the base and services the Mixed-Use Core area and other uses planned for this side of the base.

On the northeast quadrant of the base, several major uses are accommodated. These include the following:

- |   |           |
|---|-----------|
| • Public Golf Course                                | 245 acres |
| • Aviation Museum                                   | 100 acres |
| • Light Industrial (expansion area for AVX)         | 80 acres  |
| • City of Myrtle Beach Fire Department Facility     | Bldg. 457 |
| • Commercial Property Adjacent to Route 17-Business | 30 acres  |

The first three of these uses will have improved access provided by the new state roadway connecting the existing Jetport entrance road to Business 17. The latter two uses will have direct access to Business 17. It should be noted that there are potential wetland areas and historic resources (potentially including the FOLTA area) which could impact the development of this portion of the base; however, the specific uses were chosen and boundaries defined recognizing these development constraints. The Air Museum use would be the most compatible use for the FOLTA area, but if this concept is not implemented because of financial or public support reasons, this area could be alternatively developed for light industrial uses.

The land area adjacent to the south entrance gate is proposed for active and passive recreation use. The campgrounds and woodland area south of the entrance road (130 acres) should be converted to a state park under the management of the South Carolina Department of Parks, Recreation and Tourism to augment the state parkland located immediately to the east. The area on the north side of the

entrance road (80 acres) should be made available to the City for active playing fields and other similar recreation uses. Retaining the natural areas immediately adjacent to the entrance road and adding new landscaping along this road are recommended to create the best image possible for visitors, tourists, students and employees to the Mixed-Use area in the center of the base property.

The existing base core area (200 acres) south of the Jetport property is designated as a mixed-use "Town Center". This core area should be defined by major, landscaped urban streets (using the existing grid pattern) and provide facilities for a number of the proposals already submitted to the Executive Committee, as well as recreational, commercial, institutional, R&D, office and aviation-related industrial uses compatible with the overall base redevelopment strategy.

The portion of the core area that is located west of 3rd Street should not be developed with major new facilities as this area is designated as the site for runway approach/clearance zones associated with a second parallel runway necessary to meet airport expansion purposes. Recreation facilities, such as playing fields, etc., or other interim facilities could be developed in this location. The core area east of 3rd Street, however, should be more intensively developed with new infill development as well as major renovations and/or rehabilitation of existing buildings supporting new civilian functions. Major existing facilities in this location include the Civil Engineering administrative and storage facilities (Bldgs # 219, 220, 296, 299), the supply warehouse (Bldg #214), the commissary (Bldg #228), the credit union (Bldg #111) and base administrative facilities (Bldgs # 104, 106, 108, 110).

The land area (120 acres) that is immediately west and north of the Mixed-Use Core is recommended for public recreation use. This area includes land for City-sponsored functions, such as a proposed softball complex, as well as other recreational uses in a shared arrangement with the recreation, municipal and education functions who have expressed interest in property on the base. Much of this property falls under the land area designated for a second runway and, therefore, should not have major new facility development but used instead in the interim for recreational needs until the runway is determined necessary.

The land area immediately east and west of the core area is designated for light industrial and commercial use. This area includes the vehicle motor pool (Bldgs #507-514), which has been requested for vehicle maintenance purposes by the Coastal Rapid Public Transit Authority, and training and administrative buildings previously used for aviation training purposes by the Air Force.

The southwest quadrant of the base property is planned for three major new uses. These uses include:

- A major commercial resort area in the largely undeveloped land area adjacent to the north entrance road 800 acres
- Educational use (as proposed by the Grand Stand Higher Education Center) 175 acres
- Residential use of the existing family housing area 260 acres

Commercial/resort use of the undeveloped property in this location takes advantage of the site's location between the U.S. 17 Business and Bypass routes, as well as the new potential access route between these two roadways. A major development project has been proposed for this site by Timberland Properties, Inc. of Surfside and Tishman Construction Corporation from Orlando, Florida. This project entails a theme park, hotel/convention facilities, a golf school and course, rental villas, an amphitheater, and commercial and restaurant facilities. This development proposal appears to be an appropriate use for this property in the judgement of the consultant team and should be further evaluated for financial and physical site development feasibility.

The educational use of the property includes reuse of the School (Bldg # 965), Youth Center (Bldg # 971), Child Care Center (Bldg # 1286), Billeting Building and Dormitory (Bldgs # 126 & 127), Officer's Club (Bldg # 124) and administrative facilities in the Mixed Use Core. The educational consortium sponsored by Horry-Georgetown Technical College is an attractive proposal because of the reuse potential this particular use has for existing facilities on-base, as well as the joint program development and sharing potential the consortium could arrange with the City, U.S. Soccer Federation, Department of Labor, and other groups which have requested these same facilities. Additional vacant property is provided within the education area for future development, as well as agricultural research and development purposes connected to programs (turf management, horticulture, etc.) offered at the school.

The family housing area is designated for retirement housing, developed by private sponsors, linked with the hospital/clinic (Bldg #114), as well as adult education programs and events offered by the educational institution planned for the base.

A number of individual uses as proposed to the Executive Committee can be accommodated in this development plan. These uses are listed in Table 4-1. Once the plan is adopted and the management entity(s) takes control, each of these specific uses will be further evaluated and screened as suitable for base redevelopment.

**Table 4-1: Proposed Uses Potentially Accommodated in MBAFB Interim Plan**

<b>Use</b>	<b>Sponsor</b>
<b>Aviation-related and Industrial:</b>	
• Myrtle Beach Jetport	Horry County Dept. of Airports/FAA
• Electronics Component Manufacturing	AVX
• Materials Application Research Center	AVTEK Corporation
• Aircraft Maintenance	Multiple Sponsors (JJ&W Aircraft Services Warplanes, Inc., Air Museum)
• Regional Airline	Robert Olivieri
• National Guard Facilities	South Carolina National Guard
• Mail Processing Facility	U.S. Postal Service
• Vehicle Maintenance	Coastal Rapid Public Transit Authority
• Trucking Storage and Maintenance	Gabler Trucking, Inc.
• Business Incubator	S.C. University in Education Foundation
<b>Administrative:</b>	
• Office Building(s)	U.S. Geological Survey Myrtle Beach Civil Air Patrol Grand Strand Family YMCA American Red Cross U.S. Soccer Federation Chicora-Siouan Indian People City of Myrtle Beach Parks & Recreation Dept. Dept. of Labor/Dept. of Defense U.S. Army Reserves U.S. Postal Service
• DoL/DoD Transition Training Center	
• Reserves Training Center	
• Regional Post Office	
<b>Education/Institutional:</b>	
• Higher Education Center	Grand Strand Higher Education Center
• Hospital/Clinic	Multiple Sponsors (Britton's Neck Health Care Assoc., private doctors)
• Drug and Alcohol Abuse Treatment Facility	Horry County Commission on Alcohol & Drug Abuse
• Fire Department Facility	City of Myrtle Beach Fire Dept.
<b>Tourism:</b>	
• Theme Park and Commercial Resort	Timberland Properties, Inc.
• Air Museum	Air & Space Education Museum
<b>Recreation:</b>	
• Playing Fields	Multiple Sponsors (City of Myrtle Beach, U.S. Soccer Federation, Grand Strand Family YMCA, Finesse International Soccer)
• Recreation Complex	Multiple Sponsors (City of Myrtle Beach Parks & Recreation Dept.; U.S. Army, Ft. Jackson, SC)
• Public Boat Ramp	City of Myrtle Beach Parks & Recreation Dept.
• Family Campground	S.C. Parks, Recreation & Tourism
• Golf Course	Multiple Sponsors (City of Myrtle Beach, AVX, Divine Properties, Jordan Properties, US Army)
<b>Housing:</b>	
• Student /Faculty Housing	Grand Strand Higher Education Center
• Retirement Housing	Private Sponsors

Note: Where multiple sponsors are listed, requests involve the same facilities. Uses listed include property requests received as of December 1, 1992.

Source: MBAFB Redevelopment Task Force

#### 4.2.2 Alternative Land Use Proposals

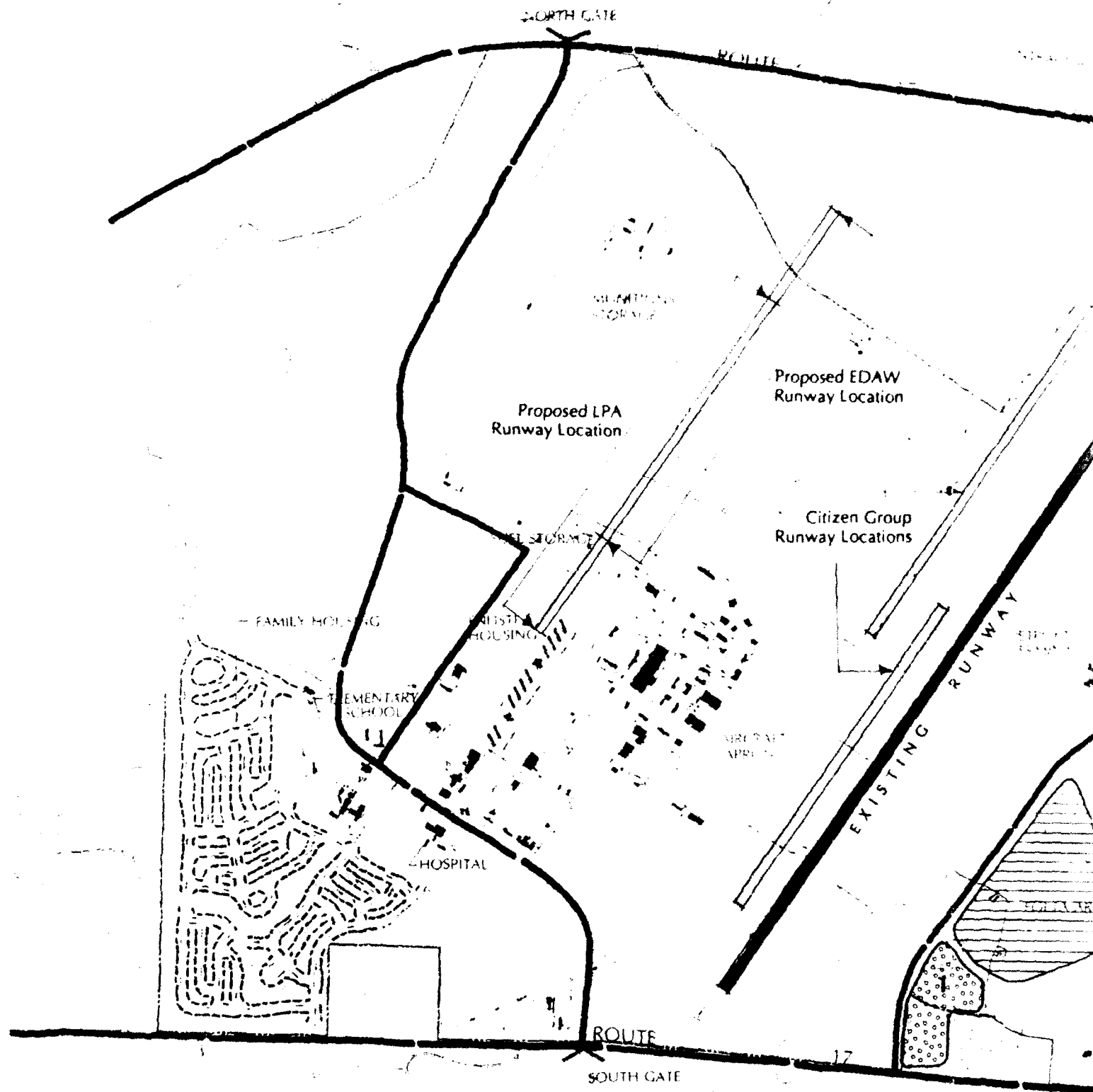
Two alternate land uses are under consideration and, therefore, accommodated in the proposed land use plan for the base. These are shown in Figure 4-3 and include the following:

- Veterans Administration Cemetery. Two sites are potentially shown as possible sites for a 50 acre VA cemetery under consideration at the base. A decision by the Veterans Administration to pursue developing such a facility will also be made later this fall. The preferred site is adjacent to the City's municipal cemetery (in fact, utilizing some off-base property) at the northeast corner of the base.
- Second Runway Options. Several alternate locations have been proposed for a second runway to accommodate the projected general aviation demand at the Jetport, as determined by the LPA Group in the County's *Airport Master Plan, Phase I Report*. These alternate locations include a 5,400 foot runway developed parallel to the existing runway with a 4,800 foot separation distance between the two runways, as recommended by the LPA Group in their plan document. Other runway locations include in the same location but shifted 1700 feet north to avoid existing on-base facilities, as well as close-in parallel locations as shown. The close-in runway options are favored by some because existing facilities and land areas could be developed for long-term commercial, recreation and institutional uses, at the same time existing and projected aviation demand is met in a more compact configuration (and at significantly less expense) on land designated for airport and aviation-related use in the Interim Land Use Plan. This runway location, as well as the requirement for a second runway, has been under considerable review by local, state and federal agencies involved in the base reuse planning process. A definitive decision will be made by the Air Force prior to the Record of Decision.

#### 4.2.3 Long-term Land Use Plan

As mentioned above, our recommended reuse plan for MBAFB involves a multi-phased development strategy, primarily to accommodate the expansion needs of the Jetport, if and when this occurs. The interim plan, therefore, is proposed to guide base redevelopment until this need arises. As shown in Figure 4-4, all the same uses are accommodated in the long-term plan except areas designated for interim recreation use are replaced with a second runway. This runway is planned 4,800 feet away from the existing runway, as recommended by the LPA Group, but shifted northward to avoid existing on-base facilities. Land area adjacent to the








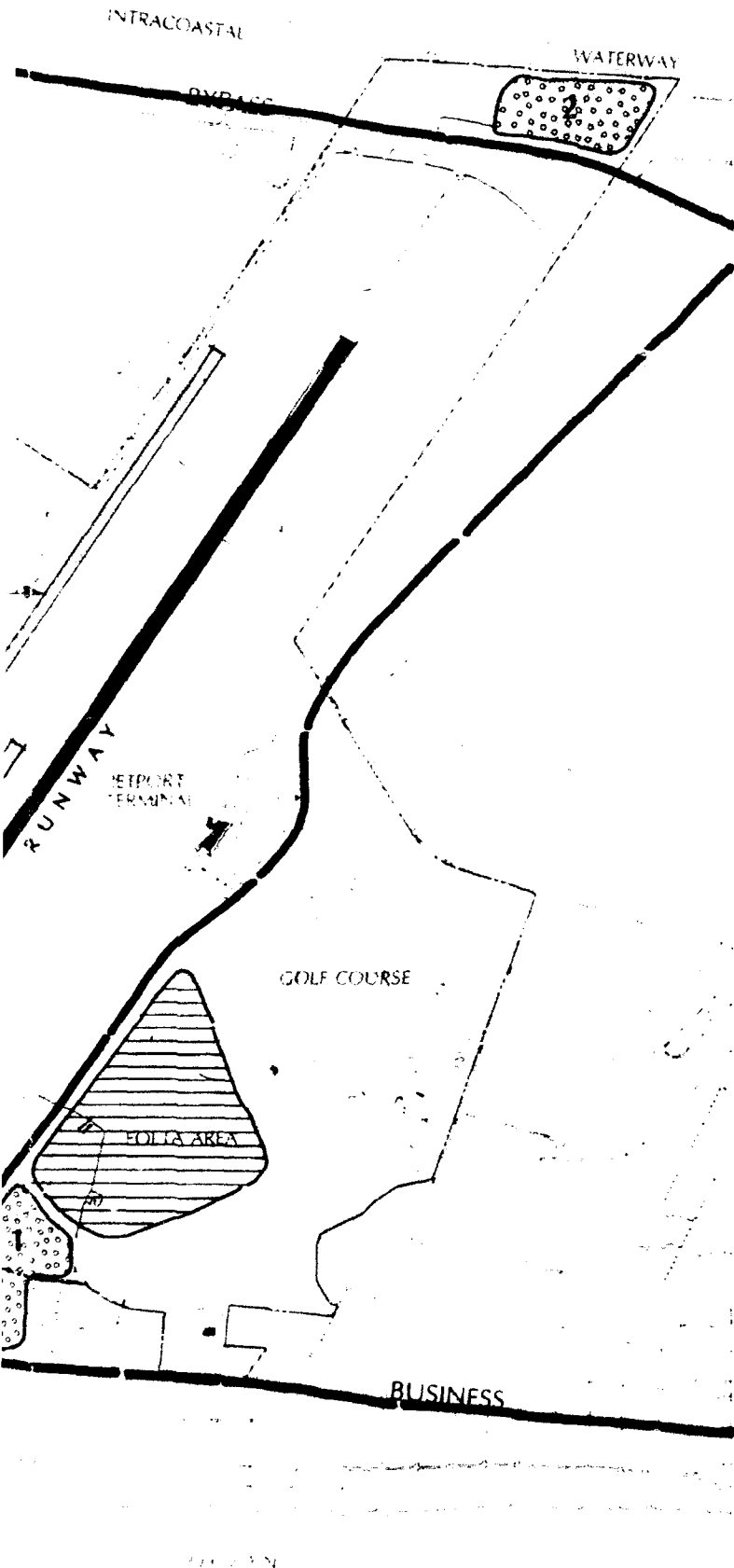
# MYRTLE BEACH AIR FORCE BASE

## COMMUNITY REDEVELOPMENT PLAN

### Alternative Runway and Land Use Proposals

#### Legend

-  Alternative Runway Locations Under Consideration
-  Alternative Use: Light Industrial
-  Alternative Use: V.A. Cemetery



Prepared for:

**MYRTLE BEACH EXECUTIVE COMMITTEE**  
South Carolina Defense Base Development Commission

Prepared by:

**EDAW, Inc.**  
Economics Research Associates  
DDC Engineers, Inc.  
The Wordsmith, Inc.

0 1000 1200  
Scale In Feet



Figure 4-3

second runway is proposed for aviation-related development as identified in the LPA Airport Master Plan. The areas included in the Long-Term Plan are as follows:

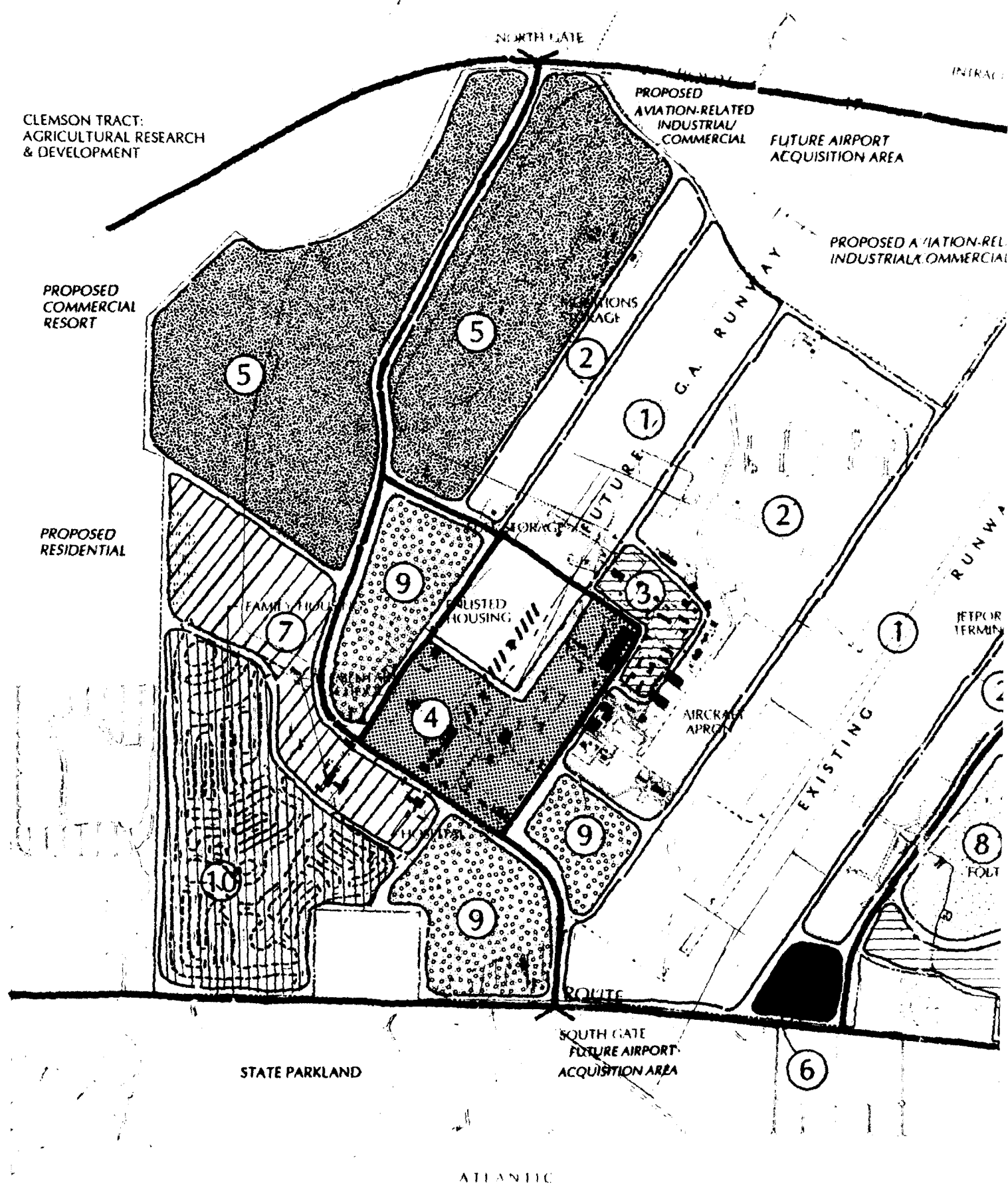
<u>Land Use</u>	<u>Area</u>
Airfield	1,130 acres
Air Operations/Aviation-Related Industrial	570 acres
Light Industrial	115 acres
Commercial	30 acres
Commercial/Resort	700 acres
Education/Medical	175 acres
Air Museum	100 acres
Mixed-Use	130 acres
Recreation	560 acres
Residential	<u>260 acres</u>
TOTAL	3,770 acres

#### 4.3 OFF-BASE RELATIONSHIPS

There are several relationships between planned land uses on-base and existing uses off-base that are worth noting. As evident in the plans provided, two off-base uses have directly influenced the recommended plan. These include AVX and the state park. Representatives from AVX and the South Carolina Department of Parks, Recreation and Tourism have requested acreage from the base for their respective expansion purposes. Both requests are valid and it is our opinion that they should be accommodated as shown.

The proposed second runway in the Long-Term Plan may require additional property for airfield clearance areas depending on the final runway length required. This property should be acquired by the FAA if necessary. Also, for land use compatibility purposes, the City and County should limit any residential development surrounding the base property and plan for future development recognizing the noise and safety impacts of an expanded regional airport at this location. Recommendations for off-base land uses on vacant parcels in vicinity of the base are identified in Figure 4-4.

The major roadways shown in the Long-Range Plan are necessary to provide adequate access to the development parcels on base and to link this transportation system to the major arterials off-base. A connection to a future city-wide monorail system is also possible. This link could potentially provide an alternate means of transportation to the tourist attractions and airport developed on the base if such a system becomes a reality in the long-term future of Myrtle Beach.



# MYRTLE BEACH AIR FORCE BASE

## COMMUNITY REDEVELOPMENT PLAN

### 2 Long-Term Land Use Plan

- 1 Airfield
- 2 Airfield Operations/Aviation-related Industrial
- 3 Light Industrial
- 4 Mixed Use
- 5 Commercial/Resort
- 6 Commercial
- 7 Education/Medical
- 8 Air Museum/Light Industrial
- 9 Recreation/Open Space
- 10 Residential

Prepared for:

**MYRTLE BEACH EXECUTIVE COMMITTEE**  
South Carolina Defense Base Development Commission

Prepared by:

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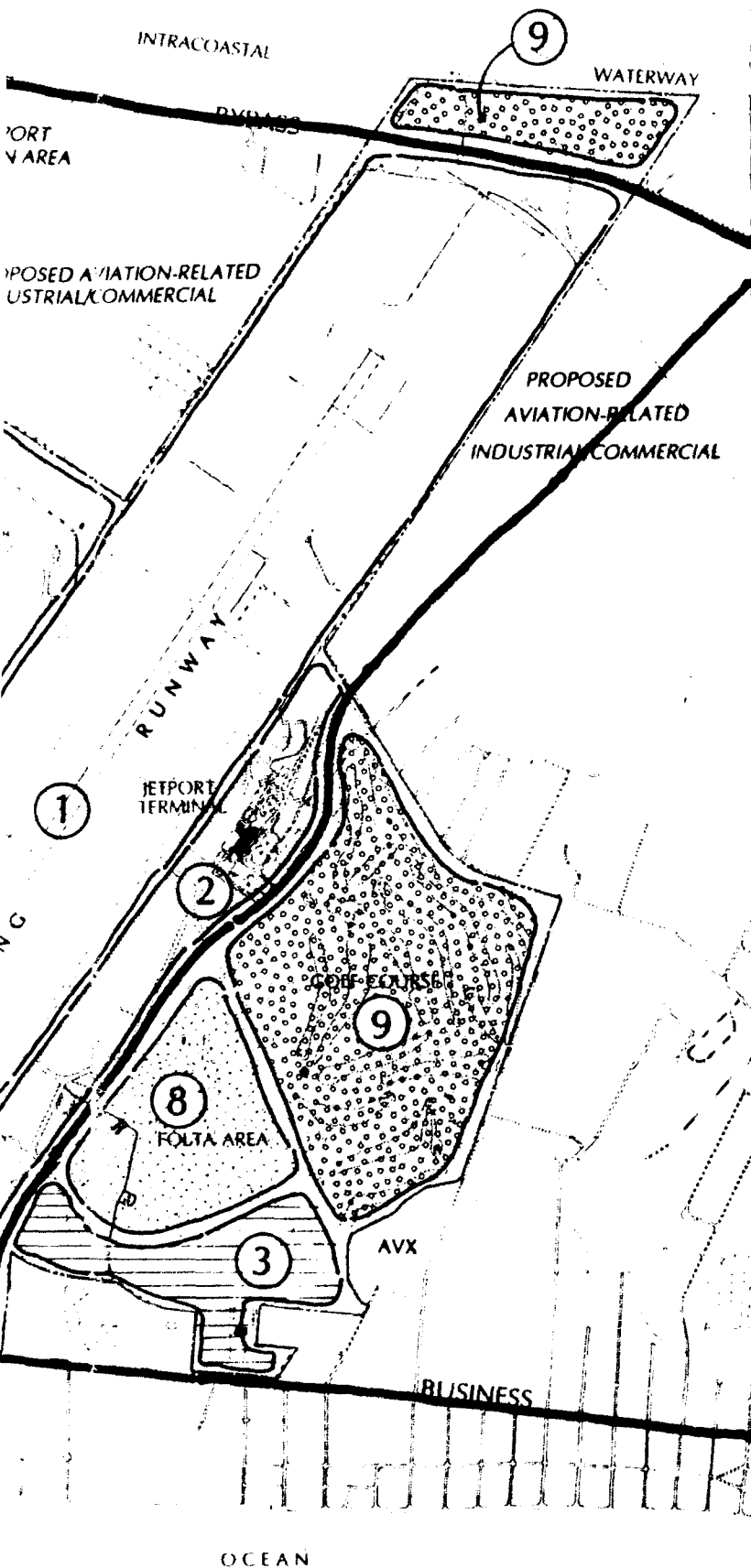


Figure 4-4

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CHAPTER FIVE



## **5.0 Implementation Program**

This chapter provides general information on implementation of the proposed reuse plans presented in the previous chapter. Since the property disposal process for MBAFB is particularly complicated by the existing joint-use airport at the site, not all aspects of the implementation program for the base can be developed at this time. Therefore, a supplement to this document will be provided at a later date with further recommendations with regards to implementation of the base redevelopment plans, specifically those dealing with property disposal and acquisition.

It is the opinion of the consultant team that the implementation phase will require considerable communication and coordination among the various parties involved, particularly the City of Myrtle Beach and Horry County, to achieve success. We remain convinced that the assets available at the base and the resources of the greater Grand Strand community provide an ideal climate for base redevelopment. Establishing the proper redevelopment agent and providing that organization with the necessary marketing tools and resources will go a long way towards achieving the degree of success the community deserves.

### **5.1 MANAGEMENT STRUCTURE**

In order to understand how base reuse management has been structured on other closed (or closing) military bases, the reuse consultant team interviewed several other management entities to learn about their structure, jurisdictional powers, and strengths and weakness -- specifically, things they would have done differently had they been given the option. Table 5-1 summarizes five of these interviews.

Perhaps not surprisingly, the organizational structure which appears to be the common denominator of all management entities is an authority or development corporation. Most of these authorities have the powers and capabilities of a municipal corporation, although there are some minor differences among them. Those that identified the weaknesses they had faced in their organizational structure described issues which were generally tangential to the structure itself. The organization which ultimately will implement a reuse plan must be tailored to the unique characteristics of the facility and surrounding community. This could include size, location, political structure, economic and social conditions, financing ability, degree of marketing and planning capabilities, etc. In addition, the capabilities and capacity of the take-over entity must be well matched to the goals and objectives of the reuse plan -- specifically concerning aviation activities, job and employment generation, tax base enhancement, new development, education, and in the case of Myrtle Beach, a sound tourism and recreation policy.

**Table 5-1:**  
**Former Military Installation Organizational Approaches**

Type/Structure	Powers/Characteristics	Strengths	Weaknesses
<i>Salina Airport Authority Development Council/ Airport Authority</i>	Own property Issue bonds Levy taxes Tax exempt	City annexation: services and infrastructure; Capacity for development; Implemented mixed use projects: med, voc/tech, industry.	Tax exempt status was not clearly defined and created legal challenges.
<i>Lincoln Airport Authority</i>	Full corporate politic (independent of City) Taxation Eminent domain Acquisition Etc.	Tax exempt, client indicated they would change nothing.	None
<i>Chippewa County (Kincheloe AFB) Economic Development Corp.</i>	Michigan Municipal Authority Convey property Issue IRBs Make loans Leverage property Levy taxes Is tax exempt	Base split into four districts Provided checks and balances	None
<i>Eaker AFB Blytheville-Gosnell Development Authority Public Trust</i>	Own Real Estate Planning Leasing Borrowing Capital Bonding	Capable to carry out all aspects of implementation	FAA does not recognize a trust as a unit of government Trust had to be restructured into a regional airport commission State law change required to allow public sector to participate in airport commission
<i>Brookley Complex Mobile, Alabama Independent Authority</i>	Issue IRBs Tax exempt status	Operates airport and industrial park	Uses no tax funds Cannot levy taxes Problem: building codes and signage (standard codes are used)

Source: Economics Research Associates



Once the intent of the reuse plan is well-established, and the details of the future program are in mind, the management entity must follow immediately, with some flexibility to adapt to changing conditions. The organization must be adequately empowered to deal with the wide range of issues in reuse implementation, including planning, financing, and management and have the capacity to implement the reuse plan to accommodate varying objectives and historically different community needs. Because Horry County has established a track record for the operations of the airport, and is positioned to assume the management of the facility once the Air Force has gone, we recommend that the County assume the ownership and control of this portion of the base. In addition, the properties which are justifiably needed to provide space and revenues for the airport should, likewise, be part of this conveyance. The remainder of the land is recommended as part of the City's redevelopment project to be managed and implemented by the Redevelopment Commission which has already been established.

After reviewing the South Carolina Community Development Law (see Appendix D), we determined that this Commission would have all the necessary powers to carry out the plan, including the following: ability to receive grants and loans; issue bonds; acquire, lease and sell property; improve and clear property; arrange for utility investment; build, rehabilitate and manage buildings; and insure property and buildings. Because the City of Myrtle Beach has already created and approved an ordinance for the Redevelopment Commission, it is legally empowered to conduct the activities listed above. Also, since the Commission will be under the direction of members appointed by the City Council, this will facilitate the rezoning process necessary to implement the plan. However, as a separate entity, it must be compatible with local government and generate the full support of each municipality represented on the Commission, namely the City of Myrtle Beach and Horry County.

Other key elements of this management entity should be highlighted:

- The Redevelopment Commission can be a joint body with participation by more than one municipal body.
- Specific issues, such as the property "swap" between the state and the Air Force, must be accommodated into the physical planning and legal elements of the redevelopment plan.
- The Commission must give public notice to any person interested in purchasing part of the redevelopment area so that it may select the bid which best carries out the objectives of the redevelopment plan.

- There must be a case made to show that MBAFB meets the definition of "conservation" or "blighted" area under South Carolina law.
- To implement a specific redevelopment project, there must be a redevelopment plan. The Base reuse plan fulfills most of this legislative obligation, but additional elements may be necessary including site plans, specific rezoning changes, cost estimates, a detailed financing plan, and continuing development controls.

## 5.2 FEDERAL PROPERTY DISPOSAL PROCESS

It is important for Redevelopment Task Force members and local governments to have a basic understanding of the Federal property disposal process and the numerous methods to acquire property so it may make appropriate decisions. The Base Realignment and Closure Act of 1988 and the Defense Base Closure and Realignment Act of 1990 allow the Secretary of Defense to dispose of base property, rather than the Administrator of the General Services Administration (GSA). The Administrator's disposal authority has been delegated to the Secretary of Defense, who in turn redelegated the authority to the secretaries of the Military Departments. Under this disposal authority, the Secretary of the Air Force will prepare a property disposal plan for MBAFB. The property disposal/reuse EIS is a decision-making tool which evaluates the environmental consequences of possible property reuse alternatives. It assists the Secretary in determining the disposition of property. The Secretary's property disposal decisions are recorded in the EIS record of decision (ROD).

Disposal of Myrtle Beach AFB property follows procedural guidance developed by the Air Force. This is based on the provisions of the Federal Property and Administrative Services Act of 1949 (40 USC 4721), as amended, and regulations subsequently developed by GSA. The Act provides for several public purpose property disposal methods for public airport, park and recreation, education, public health, correctional facility, public highway, wildlife conservation, and historic monument, in addition to negotiated sale.

Property no longer needed by the Air Force is screened for use by other Defense entities. If there is a need, those properties may be retained by Defense. Other Federal agencies are also given an opportunity to request property for their use. This was done in November 1991.

The Myrtle Beach Redevelopment Task Force has been and will continue to be notified of Federal agencies that have property interests. The agencies typically seek community task force endorsement. With few exceptions, Federal agencies must pay for the property. Federal agencies have the right to request property for transfer up to the day of disposal.

Simultaneously with Federal agency notification, State, county and local jurisdictions and eligible non-profit organizations (education and health uses only) were notified of potential availability of property at Myrtle Beach AFB. There is no priority assigned for any level of government. This is why consensus must be developed among competing property interests during the reuse planning process.

Public bodies can request conveyance of property for eight public purposes through the Federal agency having program jurisdiction. Requests for aviation purposes are made to the Air Force. The Federal Aviation Administration (FAA) concurs on these conveyances and has oversight on the use of the property in perpetuity. These eight uses and the discounted conveyances are as follows:

<u>Public Use</u>	<u>Program Jurisdiction</u>	<u>Price Discount</u>
Education	Dept. of Education	Up to 100%
Health	Dept. of Health & Human Svcs.	Up to 100%
Recreation	Dept. of the Interior	Up to 100%
Wildlife Cons.	Dept. of the Interior	No Monetary Consideration
Historic Monument	Dept. of the Interior	No Monetary Consideration
Public Highway	Dept. of Transportation	No Monetary Consideration
Public Airport	FAA (oversight)	No Monetary Consideration
Corrections	Dept. of Justice	No Monetary Consideration

The Federal agencies review proposals from state or local governments and eligible non-profit sponsors and determine whether they meet program requirements. The agencies formally ask the Secretary of the Air Force to assign property to them for conveyance to a public benefit sponsor. The Secretary reviews these assignment requests and determines whether they are in the best interest of the Federal Government and consistent with the property disposal plan.

Health and education conveyances are for 30 years, after which the recipient owns the property outright, and may change the use. All other conveyances are in perpetuity (i.e.; the property must be used for the conveyed purpose forever). If the use changes, the property reverts to the Federal Government. Public bodies may also request a negotiated sale (for public purposes) of property. A sale is made for not less than fair

market value. Most sales are for all cash, although terms may be available to government entities. If resold at a profit within 3 years, excess profits (above management costs) are returned to the Federal Government.

Homeless providers can acquire property by lease or purchase. Under the Stewart B. McKinney Homeless Assistance Act of 1988, priority is given to providers for use of suitable, unneeded Federal property to house or serve homeless needs. The screening for interest runs parallel to the property disposal process. Up to 18 months before base closure, the Air Force will notify the Department of Housing and Urban Development (HUD) of property availability. HUD reviews the property and determines what land and facilities are suitable for homeless purposes. A list of these properties is published in the Federal Register. Homeless providers can then make proposals to the Department of Health and Human Services (HHS) for use of property. These can be interim lease arrangements (before closure and disposal of the base) or a public benefit conveyance for long-term use of the property. The HHS then determines the suitability of the provider proposal. If suitable, HHS will ask the Air Force for a lease, or request assignment for conveyance (disposal).

Recent court decisions have determined that homeless uses take priority over state or local government interests in the property. The Secretary of the Air Force has discretion in making property disposal decisions when there are competing interests. The decision is based on the use of property which is in the best interests of the Federal Government.

If there is no interest by the groups mentioned above, the property is made available to the private sector. The property is sold at a competitive sale with sealed bids or an auction. This process also requires that the property be appraised. Title is conveyed by a quit claim deed. Typically the highest bidder wins; however, the Air Force will take into account not only the bid price, but also the credit worthiness and financing of the bidder. Ultimately, the buyer must negotiate with the respective municipalities regarding zoning issues. Zoning authorities in the adjacent municipalities are notified that they have 50 days in which to make zoning changes.

## **5.2.1 Public Benefit Conveyance Properties**

### **5.2.1.1 Public Airport**

When a military airfield like that at Myrtle Beach is declared surplus and made available for civilian use, it presents an opportunity and a challenge to the surrounding community. In the case of Myrtle Beach, the airfield has already been jointly used

for some time as a civilian-military airfield. Now that the military is leaving, the airfield can be converted into an expanded civilian airport at a much lower capital cost than would be required for constructing a similar new airport.

The Federal government is authorized to convey additional surplus land, beyond that needed for civil aviation operations, for airport revenue producing purposes to help offset operating costs. The property can be conveyed at no cost, but the local airport sponsor must develop specific justification, based on cost and revenue projections, to obtain this additional land. Airport planning is currently in process to provide this justification based on the following elements:

- Identification of the land and facilities that should be dedicated to civil aviation use;
- Identification of the requirements for additional land and aviation-related facilities to generate revenues to support the operation and maintenance of the airport;
- Detailed planning documents showing further development of the airport, including projects, cost estimates, and timing;
- Identification of specific airport development goals;
- Provision of a broad plan for developing the revenue generating areas;
- Determination of the affects that development will have on the environment; and
- Assessment of the overall feasibility of the proposal and the benefits it will generate.

Once the Airport master planning process is near completion, a financial analysis must be conducted to determine whether the airport will be financially self sufficient, or if some subsidy will be needed for revenue generation purposes. If all parties agree on what properties will be needed to generate revenue for operation, these will then be conveyed at no cost to the airport managing entity.

The above paragraphs describe the typical conveyance procedures which are approved of by the Department of Defense and sanctioned through an approval by the FAA. However, the airport planning process is currently underway and no decision has been made regarding the ultimate size of the facility or amount of property required for airport revenue generating purposes.

### 5.2.1.2 Education

Part of the existing MBAFB facilities are likely to be proposed for some specific type of educational reuse. Once the specific educational concept is agreed upon, the institution will prepare an application of record with technical assistance from the Department of Education to ensure that the criteria will be met. The Department of Education then provides their review and comment on the proposal. With a specific proposal to be evaluated, Department of Education experts will use existing criteria to determine if the proposal is bona fide. Potential uses include (but are not limited to) schools, library facilities, handicapped education, and research (related to an educational institution). If it is approved, a letter for request of assignment is prepared and sent to the Air Force. The USAF then assigns the property to the Department of Education. To convey the property to the ultimate user institution, the Department of Education prepares a quit claim deed that is recorded in the county recorder's office.

Each successful applicant acquires the property through a separate transfer document. As part of this conveyance, the deed of record will show that:

- The property must be used continuously for 30 years for educational uses as defined in the application of record;
- The property cannot be encumbered in any way without prior written consent of the Department of Education, including easements, mortgages, sales, gifts, etc.;
- The grantee (applicant) will submit an annual utilization report, based on the information outlined in the application; and
- The applicant cannot discriminate on the basis of race, color, origins, sex, handicap, age, etc.

Although it is a relatively uncommon occurrence, it is possible that a cooperative or consortium application would be considered. A consortium is an instance in which two or more eligible applicants form a new entity with a new name and develop an agreement in which they allocate property-related expenses. In a cooperative application, the primary entity applies for conveyance of the property but is associated with another institution which is also eligible. The originator has an agreement with the other institution who pays a pro rata share or per capita of the cost for use. In this instance, the application originator must insure that the conditions of the property conveyance are kept. The Department of Education intermittently conducts on-site compliance surveys to confirm that the use and maintenance are acceptable under the agreement.

### 5.2.1.3 Recreation

The process for property being conveyed for use as a park, recreation facility, or open space is somewhat similar to that followed under education. For Myrtle Beach, the National Park Service (NPS) in the Department of the Interior would be the agency which coordinates the conveyance. NPS staff would work with the local applicant to prepare a document which shows need, management capability, reuse plans, and the suitability of the property for the proposed use. Within approximately 30 days, this application is sent to the Air Force with a letter from the NPS requesting that the property be assigned to them for conveyance. With an acceptable application, the NPS will receive a letter of constructive possession which enables them to prepare a quit claim deed for conveyance that will stipulate the terms and conditions of this conveyance. The purpose for which the property was conveyed -- parks, recreation -- must continue in perpetuity. Should this be violated, the property would likely revert to the GSA for disposal. Also, the new owner must follow civil rights legislation, provide barrier-free accessibility, and is not permitted to put any incumbrances upon the property. The decision concerning conveyances of this type are generally made by the Atlanta staff of the NPS. Typically, conveyances receive some type of discount, with many of them receiving a full 100 percent allowance. The National Park Service recommends the appropriate discount to be granted and makes the final decision as to the level of discount. Preliminary discussions have already taken place regarding MBAFB and this type of conveyance is likely to occur to possibly State and municipal governments.

## 5.3 IMPLEMENTATION SCHEDULE/PHASING

The record of decision for property disposal is planned for March 31, 1993. Hopefully, much of the paper work and decisions will have been made by that point. For this reason, there are a number of critical steps which must be taken immediately to ensure that the community is ready to take over the base and that the priority uses identified during the final stages of the planning process are realized. Some of the key tasks which must be undertaken to accomplish this are outlined below.

### **Immediate Tasks (One to six months)**

- Initiate any additional legal actions which provide the Air Base Redevelopment Commission the necessary implementation powers required for base redevelopment;
- Complete the airport planning effort by the LPA Group,
- Establish the framework for property acquisition;
- Establish boundaries, financing methods and the timing of Airport conveyance;

- Detail the concept and proposals by the Education Consortium to effectively interact with the U.S. Department of Education;
- Finalize the proposals for public recreational activities at the state and city level;
- Consider and agree upon the pending health care-related proposal;
- Identify and decide on other potential public benefit property conveyances; and
- Investigate the financing options which can be used to implement the plan.

**Short-Term Tasks (Six months to one year)**

- Initiate public benefit property disposal processes;
- Implement a property transfer (if feasible);
- Initiate bond/financing processes;
- Begin the process for grant applications to establish incentives programs;
- Make final zoning decisions;
- Evaluate thoroughly, and make decisions on, private development proposals; and
- Commence the marketing of base property.

**Long-Term Tasks (One year and beyond)**

- Finalize concepts for financing packaging;
- Begin property conveyance and disposal;
- Finalize the details and structure of airport operations for ongoing purposes;
- Continue marketing efforts;
- Begin to package private development proposals; and
- Implement public activities -- specifically golf, museum and recreation uses as appropriate.



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APPENDIX



## Appendix A: MBAFB Facility Inventory

Source: U.S. Air Force

Land Use Classification : Air Operations and Maintenance

Building Number	Building Use/ Building Name	Bldg Area (Sq. Ft.)	Facility Area (Acres)	Condition Code	Asbestos Y/N	Central Heat & Cooling	Year Built (Primary Structure)
318	Hanger Maintenance	300		1	N	N	1983
320	Shop-Storage Facility	7,951		1	N	N	1959
321	Shop-Storage Facility	240		1	N	N	1982
322	Shop-Storage Facility	1,497		1	N	N	1961
324	Shop-Storage Facility	33,035		2	Y	Y	1956
325	Shop-Avionics	23,095		1	Y	Y	1956
326	Shop	6,796		1	Y	Y	1956
327	Shop-Storage	6,170		2	N	Y	1966
328	Maint. Dock	17,512		1	Y	Y	1970
329	Maint. Dock	405		1	N	N	1976
330	Mgmt Facility	11,423		1	N	Y	1956
344	Aircraft Shop-Storage	1,356		1	N	Y	1971
348	Shop	6,561		1	N	Y	1956
351	Compressed Air Facility	240		1	N	N	1959
352	HG Maint	73,225		1	Y	Y	1956
355	Aircraft Facility	7,495		1	N	Y	1976
358	Hanger Maintenance	44,542		1	N	Y	1957
359	Hanger Maintenance	44,542		1	N	Y	1957
360	Fire Station	14,870		1	Y	Y	1956
361	Utility Vault	1,250		1	N	N	1956
363	Fire Station	240		1	N	N	1982
381	Aircraft Shop	300		1	N	N	1988
392	Shop Facility	300		1	N	N	1986
394	Shop Facility	300		1	N	N	1988
484	Fire Station	337		3	N	N	1972
	Jetport Terminal	51,680					
Total		355,662					

Land Use Classification : Industrial-Warehouse and Storage

Building Number	Building Use/ Building Name	Bldg Area (Sq. Ft.)	Facility Area (Acres)	Condition Code	Asbestos Y/N	Central Heat & Cooling	Year Built (Primary Structure)
206	Warehouse Supply	120		1	N	N	1981
207	Hazardous Storage	298		1	N	N	1981
208	Warehouse Supply	2,100		1	N	Y	1981
210	Store Shed	1,223		2	N	N	1977
211	Hazardous Storage	1,200		1	N	N	1969
213	Supply Shed	2,030		1	N	N	1962
214	Warehouse	153,979		1	Y	Y	1956
215	Warehouse	3,342		1	N	N	1956
223	Supply Bldg	4,800		1	N	N	1959
224	Storage Facility	388		1	N	N	1976
225	Storage Facility	735		1	N	N	1959
226	Storage Shed	2,405		1	N	N	1959
296	Storage Facility	5,000		1	N	N	1989
297	Storage Facility	3,433		1	N	Y	1989
354	Utility Storage	360		1	N	N	1980
432	Warehouse	4,030		1	N	N	1988
523	Petrol Opts Admin	1,152		1	N	Y	1961
524	Supply and Storage	992		3	N	N	1960
526	Warehouse	992		1	N	Y	1960
527	Supply and Storage	228		1	N	N	1983



## Land Use Classification : Administrative/Training Continued

<b>Building Number</b>	<b>Building Use/ Building Name</b>	<b>Bldg Area (Sq. Ft.)</b>	<b>Facility Area (Acres)</b>	<b>Condition Code</b>	<b>Asbestos Y/N</b>	<b>Central Heat &amp; Cooling</b>	<b>Year Built (Primary Structure)</b>
235	Traffic Mgmt	2,891		1	N	Y	1956
255	Auto Hobby Shop	7,147		3	N	Y	1962
260	Education Center	768		1	N	Y	1979
280	Engineering Admin	1,008		1	N	Y	1989
299	Engineering Admin	2,600		1	N	Y	1988
309	SQ Operations	300		1	N	N	1989
331	Education Center	768		1	N	Y	1978
332	HQ Wing	7,788		1	N	Y	1956
333	Education Center	768		1	N	Y	1978
335	Education Center	768		1	N	Y	1978
336	Education Center	13,091		1	Y	Y	1956
337	Education Center	768		1	N	Y	1978
341	Training Facility	11,340		1	Y	Y	1966
342	Storage/Operations	240		1	N	N	1982
343	EOD	5,628		1	Y	Y	1957
345	Squadron Operations	9,213		1	Y	Y	1956
346	HQ Wing Facility	8,373		1	Y	Y	1956
347	Squadron Operations	9,213		1	Y	Y	1956
349	Squadron Operations	9,213		1	Y	Y	1956
350	Operations Facility	7,635		1	Y	Y	1956
356	Training Facility	768		1	N	Y	1979
362	Operations	10,531		1	Y	Y	1956
364	Rapcon Center	6,034		1	N	Y	1972
365	Rapcon Center	100		1	N	N	1983
366	HQ Facility	5,257		3	Y	Y	1971
368	Flight Simulator Bldg	13,008		1	N	Y	1980
372	High-Bay Training Fac	2,304		1	N	Y	1986
373	High-Bay Training Fac	9,517		1	N	Y	1986
374	Operations	300		1	N	N	1986
376	TACAN Station	385		1	N	Y	1988
388	Management Facility	300		1	N	N	1988
389	Squadron Operations	300		1	N	N	1988
400	Operations	1,064		1	N	Y	1961
446	ICBM Shop	864		1	Unknown	N	1982
452	ICBM Shop	300		1	Unknown	N	1942
455	ICBM Shop	864		1	N	Y	1982
456	ICBM Shop	300		1	N	N	1989
457	ICBM Shop	10,100		1	N	Y	1986
500	HQ Admin	2,870		1	Y	Y	1956
502	Audio-Visual Facility	3,604		2	Y	Y	1960
503	HQ	200		1	N	N	1983
594	Traffic Check House	351		1	N	Y	1978
Total		282,672					

**Land Use Classification : Medical**

Building Number	Building Use/ Building Name	Bldg Area (Sq. Ft.)	Facility Area (Acres)	Condition Code	Asbestos Y/N	Central Heat & Cooling	Year Built (Primary Structure)
113	Material Sciences	6,344		1	Unknown	Y	1961
114	Compos Medical Facility	54,103		1	Y	Y	1958
130	Material Services	120		1	N	N	1978
131	Fleight Surgical Clinic	2,790		1	N	N	1987
134	Material Services	300		1	N	N	1988
137	Environmental Health	2,790		1	N	Y	1987

*Land Use Classification : Medical Continued*

Building Number	Building Use/ Building Name	Bldg Area (Sq. Ft.)	Facility Area (Acres)	Condition Code	Asbestos Y/N	Central Heat & Cooling	Year Built (Primary Structure)
334	Dental Clinic	4,967		1	Y	Y	1956
<b>Total</b>		<b>71,414</b>					

*Land Use Classification : Community Services*

Building Number	Building Use/ Building Name	Bldg Area (Sq. Ft.)	Facility Area (Acres)	Condition Code	Asbestos Y/N	Central Heat & Cooling	Year Built (Primary Structure)
112	Base Chapel	7,519		1	Y	Y	1958
116	Base Theater	6,185		1	Y	Y	1956
119	Base Exchange	31,250		1		Y	1981
120	NCO Open Mess Hall	22,542		1	Y	Y	1985
121	Base Chapel	100		1	N	N	1983
123	Officers Open Mess Hall	100		1	N	N	1982
124	Officers Open Mess	19,755		1	Y	Y	1956
129	NCO Open Mess	299		1	Y	Y	1956
132	Bowling Center	16,192		1	Unknown	Y	1961
200	Service Station	2,961		1	N	N	1958
202	Branch Exchange	2,176		1	N	Y	1972
228	Commissary	35,624		1	N	Y	1959
230	Post Office	2,891		1	Y	Y	1956
250	Base Package Store	12,306		3	N	Y	1956
961	Modular Structure	864		1	N	Y	1987
962	Modular Structure	864		1	N	Y	1987
963	Modular Structure	864		1	N	Y	1987
964	Modular Structure	864		1	N	Y	1987
965	Elementary School	78,964		1	Unknown	Y	1961
967	Storage Structure	300		1	N	N	1985
968	Storage	143		1	Unknown	N	1979
971	Youth Center	14,000		1	N	Y	1991
1286	Child Care Center	9,108		1			1978
<b>Total</b>		<b>265,871</b>					

*Land Use Classification : Housing*

Building Number	Building Use/ Building Name	Bldg Area (Sq. Ft.)	Facility Area (Acres)	Condition Code	Asbestos Y/N	Central Heat & Cooling	Year Built (Primary Structure)
115	TLF	8,742		1	N	Y	1959
126	Officers Quarters	23,570		1	Y	Y	1958
127	Dormitory	10,075		1	Y	Y	1960
128	TLF Support Bldg	300		1	N	N	1986
241	Dormitory	25,242		3	Y	Y	1959
242	Dormitory	25,122		2	Y	Y	1958
243	Dormitory	24,000		2	Y	Y	1958
244	Dormitory	25,016		1	Y	Y	1956
245	Dormitory	15,011		1	Y	Y	1956
246	Dormitory	23,935		1	Y	Y	1956
247	Dormitory	23,925		1	Y	Y	1956
248	Dormitory	23,925		1	Y	Y	1956
249	Dormitory	23,925		1	Y	Y	1956
251	Dormitory	23,935		1	Y	Y	1956
252	Dormitory	23,935		1	Y	Y	1956

*Land Use Classification : Housing*

Building Number	Building Use/ Building Name	Bldg Area (Sq. Ft.)	Facility Area (Acres)	Condition Code	Asbestos Y/N	Central Heat & Cooling	Year Built (Primary Structure)
601-1278	Housing	Varies	Not Included in Total				
<b>Total</b>		<b>300,658</b>					

*Land Use Classification : Recreation*

Building Number	Building Use/ Building Name	Bldg Area (Sq. Ft.)	Facility Area (Acres)	Condition Code	Asbestos Y/N	Central Heat & Cooling	Year Built (Primary Structure)
117	Recreation Center	19,467		1	Y	Y	1956
118	Swimmers Bathhouse	1,003		1	N	N	1960
162	MWR Supply	5,644		1	N	N	1942
165	MWR Supply	300		1	N	N	1988
172	Recreation Bldg.	1,151		3	N	N	1942
256	Gymnasium	26,465		1	Y	Y	1970
450	Golf-Equip	800		5	Unknown	N	1942
454	Golf-Equip	2,352		5	Unknown	Heat Only	1970
458	Golf-Equip	7,080		1	N	Y	1987
459	Golf-Equip	203		1	N	N	1988
460	Golf-Equip	202		1	N	N	1989
<b>Total</b>		<b>64,667</b>					

**Legend\***

- 1 Usable-Class A
- 2 Usable-Class B
- 3 Forced Use
- 4 Sterile
- 5 Committed to Congress for Disposal
- 6 Disposal Approved by All Air Force Levels

Source: Myrtle Beach Air Force Base-Engineering Department  
Myrtle Beach Air Force Base-Real Property Department

## Appendix B: MBAFB Building Descriptions

Source: U.S. Air Force

### 1. 354th Med Gp (Hospital)---Bldg 114

Structure Completed: 1958

Square Footage: 54,100

Basic Information: Included in the hospital is office space for Administrative functions along with Pathology, a Pharmacy, Physical Therapy, Radiology, Food Services, OB/GYN Clinic, Obstetrical Services, Nursing Services, Material Services and a Dental Clinic. The hospital has an electrical power plant with a 150KW generator plant that was installed in 1958 and a heating fuel storage of 20,000 gallons. Two security alarm systems were installed in 1973. An automatic fire alarm system was installed in 1971 and a manual alarm system and sprinkler system were established.

### 2. Family Housing Units

Structures Completed: 1959

Square Footage: 1774 to 2949

Basic Information: There are 800 family units in 448 Capehart military family houses which were completed in 1959.

### 3. Mobile Home Park

Basic Information: The Mobile Home Park consists of 65 full hook up spaces for owner occupied homes. The spaces are rented to base personnel and occupants pay for all utilities.

### 4. Child Care Center---Bldg 1286

Structure Completed: 1978

Square Footage: 9108

Basic Information: The Child Care Center has an automatic and manual fire alarm system which were updated in 1984 and 1987. It also has a dry chemical fire system that was installed in 1984. An addition was added to the main building in 1989 and 2 modular units are in the rear of the building. The modular units are used for pre-school programs. A new roof is in the process of being applied to the CDC and should be completed in November 1991.

5. Woodland Park School

Basic Information: Woodland Park School has 45 classrooms including home economics and the shop. It has 9 offices that are used for the teachers rooms and 2 lounges are available. The school has a complete cafeteria and gymnasium. The gym will seat approximately 800 people but considerably less when there is a game. There are four portable units that are also utilized by the school. A manual fire detection system is in use and the building is also equipped with an intrusion alarm.

6. Youth Activities Center---Bldg 970

Structure Completed: 1991

Square Footage: 13, 814

Basic Information: The YAC has a complete gymnasium with six goals. The two end goals can be retracted automatically and the four side goals must be manually retracted. A snack bar, game room, and meeting rooms are also included in the YAC. The floor of the gymnasium is safe against almost any wear, it is even safe for rollerskating.

7. Officers Open Mess---Bldg 124

Structure Completed: 1956

Square Footage: 19,755

Basic Information: The Officers Open Mess has a security alarm system that was installed in 1956 and an automatic fire detection unit that was operational in 1970. The manual fire system was installed in 1984. A patio area was added in 1988. The building is complete with a restaurant/lounge with 4 smaller bars, a ballroom and 4 distinctive formal/semi-formal eating areas.

8. Billeting---Bldg 126

Structure Completed: 1958

Square Footage: 23,570

Basic Information: The Billeting building has 37 rooms available for hotel style, overnight use. In addition to this Bldg, the billeting has 82 bed spaces in Bldg 127 and 14 in the Temporary Living Facilities (these are efficiency apartments for families. Building 126 has a heating fuel storage of 5000 gallons that was installed in 1958. The automatic fire detection system was upgraded in 1984 and the manual system in 1983.



9. NCO Open Mess---Bldg 120

Structure Completed: 1985

Square Footage: 22,542

Basic Information: The NCO Open Mess was remodeled in 1985 but the heating plant is from 1956 as is the air conditioning power plant. This facility includes a ballroom with two bars, a main dining room, 1 large lounge, Barber Shop, kitchen and office space. The security alarm system was installed in 1986. The automatic fire detection system is from 1970 and the manual system was installed in 1984.

10. Automotive Hobby Shop---Bldg 255

Structure Completed: 1962

Square Footage: 7147

Basic Information: The Automotive Hobby Shop has 4 bays for auto maintenance complete with lifts, and 1 bay for cleaning.

11. Gymnasium---Bldg 256

Structure Completed: 1970

Square Footage: 26,465

Basic Information: The gymnasium has a heating fuel storage unit that holds 5000 gallons of fuel. There is one basketball court and the gymnasium has four racketball courts built in to the structure.

12. Transportation/Motor Pool---Bldg 512 - 514

Structure Completed:	Bldg 512-1966	Square Footage:	Bldg 512-2,703
	Bldg 514-1958		Bldg 514-22,248

Basic Information: Building 512, the Vehicle Operations Section has a manual fire alarm system that was installed in 1984. Building 514, the Vehicle Maintenance Shop has a heating fuel storage tank that holds 5000 gallons and was installed in 1958. The manual fire detection system was upgraded in 1981 and an automatic fire detection system that was upgraded in 1984. The main air conditioning unit was installed in 1982. The vehicle maintenance building has 6 lifts, 4 are working and 2 have been condemned. The weight limits range from 7 to 8 tons. Of the four lifts 3 are in ground and 1 is above ground. A drain runs through the middle of the floor that runs to a oil/water separator. There are 6 offices in the building, 3 are right off of shop floor. There are 2 large bays, 1 is used for preparation for paint and the other is a paint booth. There are 3 small roll up doors to the shop and 1 large door on each end of the shop for the larger vehicles. The building is a large open bay but several stalls have been formed. Each stall is equipped with air and water outlets.

13. Combat Arms Training (CAT) Maintenance Bldg (Firing Range)---Bldg 544

Structure Completed:	1989	Square Footage:	2,551
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Basic Information: The automatic fire detection unit was installed in 1989 when the building was constructed. A security alarm system was also installed in 1989. This facility includes offices and instruction space. The firing range is used for small arms and M-16 training.

14. Munitions Storage---Bldg 576, 577, and 578

Structure Completed:	1956	Square Footage:	1262
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Basic Information: The concrete Igloos store munitions of different types and are complete with a security alarm system that was completed in 1976. There are several units that range from 1262 to 1857 square feet. Some of the units were constructed as late as 1980.

15. POL (Petroleum Operations)---Bldg 515

Structure Completed: 1961                      Square Footage: 3,033

Basic Information: The POL has an automatic and a manual fire detection system that was upgraded in 1987.

16. Civil Engineering Squadron---Bldg 219

Structure Completed: 1956                      Square Footage: 7,451

Basic Information: The building has an automatic fire protection system that was installed in 1956 and a manual system that was completed in 1984. The facility is used mainly as office space and has a large area for drafting and design works.

17. Dormitories---Bldgs 241, 243, 244, 246, 247, 248 and 249

Structures Completed: 1956-59                      Square Footage: 23,935 - 25,242

Basic Information: Each dormitory has an automatic and a manual fire protection system installed. All dormitories have a lounge/dayroom and a small kitchen area. There is approximately 74 rooms per dormitory and every two rooms share a bathroom.

18. Commissary---Bldg 228

Structure Completed: 1959                      Square Footage: 35,624

Basic Information: The commissary has an automatic fire detection system that was installed in 1974 and a manual system that was installed in 1980. The air conditioning unit was activated in 1975 and the store was equiped with a security alarm in 1963. A new emergency lighting system is being installed in the commissary at this time.

19. Base Exchange---Bldg 119

Structure Completed: 1981

Square Footage: 31,250

Basic Information: The Base Exchange has a heating fuel storage tank that holds 4000 gallons. The air conditioning and heating units were installed in 1981. A manual and an automatic fire detection system, along with a security alarm system, have been working since 1981 when the building was erected.

20. Exchange Service Station---Bldg 200

Structure Completed: 1958

Square Footage: 2,961

Basic Information: The service station has a security alarm system that was installed in 1974. It also has 31,100 gallons of mogas storage and 12 pumps.

21. Supply Squadron---Bldg 214

Structure Completed: 1956

Square Footage: 153,979

Basic Information: The Supply section has staging areas and several loading and unloading docks. It has a heating fuel storage area that holds 6000 gallons of fuel. Included in the supply building is a large area dedicated to administrative functions. The automatic and manual fire protection systems were installed in 1972.

22. Deputy Commander for Maintenance Bldg---Bldg 330

Structure Completed: 1956

Square Footage: 11,423

Basic Information: The building has a 15KW electrical power generator that was installed in 1966. The manual fire alarm system was installed in 1966. This building is primarily office space with briefing rooms available.

23. Deputy Commander for Operations Bldg---Bldg 332

Structure Completed: 1956

Square Footage: 7,768

Basic Information: Building 332 has a 60KW electrical power generator that was installed in 1965. The automatic fire protection system was installed in 1956 and the manual system was upgraded in 1984. A security alarm system was activated in 1956. The building features an auditorium style briefing room with reverse projection capability and approximately 200 seats.

24. Dental Clinic---Bldg 334

Structure Completed: 1956

Square Footage: 4,957

Basic Information: The dental clinic has an automatic and manual fire detection system in use since 1974. The clinic has a x-Ray room and several examination rooms. This building was completely renovated in 1990.

25. Base Operations---Bldg 362

Structure Completed: 1956

Square Footage: 10,531

Basic Information: The base operations building is complete with control tower, complete weather operations, and snack bar/grill. A 40KW electric (emergency) generator has been located in the building since 1970. The automatic fire detection system has been installed since 1970 and the manual fire detection system has been operational since 1984. A security alarm system was installed in 1975.

26. Fire Station---Bldg 360

Structure Completed: 1956

Square Footage: 14,870

Basic Information: The Fire Station has a 60KW electric power generator and a 2500 gallon heating fuel storage tank. The generator was established in 1970 and the fuel storage unit in 1980. An automatic fire detection unit was installed in 1971.

27. Education Center---Bldg 336

Structure Completed: 1956

Square Footage: 13,091

Basic Information: The education center is incorporated with the Professional Military Education Center. There are several classroom facilities in the building which are utilized by personnel taking college classes. There are two break areas that are utilized by students between classes and for study areas. An automatic fire detection system was installed in 1970 and the manual system was installed in 1984.

28. Audio Visual Facility---Bldg 502

Structure Completed: 1960

Square Footage: 3,604

Basic Information: The A-V facility is complete with two darkrooms that are well ventilated and are completely shut off to the outside. The fire protection system is a manual notification system only.

29. Squadron Operations---Bldg 345 (Fighting Falcons)

Structure Completed: 1956

Square Footage: 9,213

Basic Information: All three of the squadron operations facilities are the same in construction. The automatic fire detection systems were installed in 1973 and the manual systems were installed in 1984.

30. Maintenance Hangars---Blds 359, 358 and 352

Structure Completed:	359 - 1957	Square Footage:	359 - 44,542
	358 - 1957		358 - 44,542
	352 - 1956		352 - 73,225

Basic Information: Bldg 359 - This building is complete with 17,388 SF of classroom area. It also has a heating fuel storage area of 10000 gallons. The manual fire alarm system was installed in 1987. The main doors are all self propelled in operation.

Bldg 358 - Building 358 is very similar to building 359. It has the same fuel storage capability and manual fire alarm system. Both buildings have a sprinkler system in them. Building 358 has a security alarm system that was installed in 1964.

Bldg 352 - Building 352 has a 12000 gallon capability for storage of heating fuel. This building is unique in that it has two actual hangar areas instead of one like buildings 358 and 359.

31. Aircraft Corrosion Control Facility---Bldg 355

Structure Completed:	1976	Square Footage:	7,495
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Basic Instructions: The Corrosion Control Facility has an automatic fire detection unit that was installed in 1980 and a manual system that was installed in 1984.

32. Security Police Operations---Bldg 350

Structure Completed:	1956	Square Footage:	7,635
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Basic Information: The Security Police has a 1,795 SF area designed for a control center. They have a security alarm system that was installed in 1982 and a 60KW electric power generator. The law enforcement desk area was renovated in 1991.

33. Family Campground---Bldg 165

Structure Completed: 1988

Square Footage: 300

Basic Information: The Family Campground includes - 14 Full sites (water/electric/cable/sewer) 30 Partial sites (water/electric/cable) 30 tent sites (nothing) and 3 Overflow sites (water/electric).

34. 73rd Operations---Bldg 457

Structure Completed: 1986

Square Footage: 10,100

Basic Information: This building has an automatic and manual fire detection system and became operational in 1986 when the building was constructed. Also included is a 550 gallon heating fuel storage area and a 10 HP air compressor.

35. Whispering Pines Golf Course---Bldg 458

Structure Completed: 1987

Square Footage: 7,080

Basic Information: The golf course is complete with locker rooms, a complete grill and bar. It consists of 18 luxurious holes ready for play. The grill area has a CO2 fire system and the rest of the clubhouse has an automatic and a manual fire detection system that was installed in 1987. A separate area next to the clubhouse is used for storage and recharging the golf carts. There is also a putting green and driving range located across the road.



#### OTHER ITEMS OF INTEREST ALONG TOUR ROUTE

1. Swimming Pools and Bath Houses---Bldg 118 and 125

Structures completed: 1960                      Square Footage: 1,000

Basic Information: Olympic size swimming pools are complete with diving boards and lifeguard stands. It is located directly behind the Base Exchange shopping area. A second pool, located next to the Officers Club (Bldg 124), has not been used for the past three years.

2. Tennis Courts--- There are four hardcourt tennis courts. They are located behind the pavilion area and next to the softball fields.

3. Pavilion Area--- The Pavilion has bathroom facilities for both men and women. Located next to the ball fields and tennis courts it has ample parking and a large indoor area for those rainy days. It has a beach volleyball area and an area with outdoor play equipment for children. The Pavilion has both indoor and outdoor grill areas.

4. Athletic Fields--- There are three softball fields and two Little League fields. One of the softball fields is complete with a pressbox and snack bar. One of the Little League fields is also furnished with a pressbox and concession area.

5. Bowling Center--- The bowling center is complete with 18 lanes, a snack bar/grill and game room. It also has a shop where bowling balls can be repaired. There is 16,192 square feet of building and it was completed in 1961.

6. Theatre--- The theatre was completed in 1956 and has 19,467 square feet of space. There is a small office area and also a small snack bar.

7. Shopette--- The Shopette is a complete small store. It includes a large walk-in cooler, wall refrigerators and storage space. It is located directly behind the service station.

## Appendix C: Known/Suspect Contamination Sites at MBAFB: Descriptions and Clean-up Status

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Source: U.S. Air Force

<u>SITE</u>	<u>DESCRIPTION</u>	<u>STATUS</u>
WP-01	WEATHERING PIT NO 2	RI
<p>This site was a 50 X 50 foot earthen pit used from the mid 1970's until 1981 for evaporating fuel filters and absorbent booms. The pit also received some quantity of paint thinners and strippers. In late 1982 approximately 1,080,000 lbs of contaminated soil was excavated from the site and disposed off-site. Weathering Pit No 2 is located on top of Landfill No. 3 and underwent similar investigative study in the 1980's. Contamination resulting from the weathering pit includes methylene chloride and chromium. Further investigation is required.</p>		
ST-02	MYRTLE BEACH PIPELINE CO. NO 2	RA
<p>This site is the result of a 124,000 gallon Jet Fuel Spill that occurred at the connection of the contractors main storage tank in 1981. The Myrtle Beach Pipeline Company along with their Insurance Company is taking the lead on the investigation and cleanup.</p>		
SS-03	POL BULK FUEL STORAGE AREA	CAP
<p>Between 1963 and 1967, a 10,000 gallon jet fuel spill was reported to have occurred within the POL area. The site was investigated during Phase 1 and 2 studies and contamination was confirmed.</p>		
SS-04	FLIGHTLINE CONTINATION AREA	SI
<p>During a pumping test conducted by the State of South Carolina in 1977 free product (fuel) was reportedly encountered. The site was investigated during the Phase 1 and 2 studies; however, only trace levels of volatile organics were detected. The site requires further investigation prior to remedy selection. The no further action alternative is anticipated.</p>		

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### LEGEND

CAP - CORRECTIVE ACTIONS PLANNING (State Underground Storage Tank Regulations)  
NFA - NO FURTHER ACTION  
RI - REMEDIAL INVESTIGATION  
RA - REMEDIAL ACTION  
SI - SITE INVESTIGATION

**SITE DESCRIPTION****STATUS****LF-05      LANDFILL NO 3****RI**

This was the site of a trench and cover landfill operation from 1964 until 1968. It is located in the Northwest corner of the base property. This landfill was included in the original PA/SI conducted in June-July 1981, the Problem Confirmation and Quantification of 1983, and the IRP Long Term Monitoring Stage 1 Remedial Investigation conducted in 1988. The site has well documented evidence of groundwater contamination, however several data gaps still exist in the remedial investigation. Confirmed contaminants include benzene and chromium above Federal Drinking Water Standard Maximum Contaminant Levels.

**FT-06      FIRE TRAINING AREA NO 1****RI**

Used for fire training operations from 1955 until 1964, it is thought that only waste petroleum products were burned here. IRP Phase 1 and 2 investigations revealed soils with 150 ppm Total Petroleum Hydrocarbons and total lead in groundwater at levels exceeding Federal Drinking Water Standard Maximum Contaminant Levels. Additional investigation is required to determine the extent of contamination.

**FT-07      FIRE TRAINING AREA NO 2****RI**

This site is contiguous with FT-06 and has the same background and description.

**WP-08      WEATHERING PIT NO 1****RI**

The weathering pit was an open pit approximately 2 feet in depth with earthened sides and bottom used for drying used fuel filters, oily rags and various contaminated media prior to disposal. Liquid waste, including paint strippers and thinners, were reported to have been disposed of in the pit as well.

**LF-09      LANDFILL NO 4****RI**

The site was used for a trench and cover landfill operation from 1968 until 1972. It is contiguous with landfill No. 1 and has the same investigative background.

**ST-10      UNDERGROUND WASTE CHEMICAL STORAGE TANKS****NFA**

This site consisted of three underground tanks for storage of waste stoddard solvent from the cleaning of armaments. The tanks were installed in 1978 and were removed in 1984. Only one of the tanks had ever been used. The South Carolina Department of Health and Environmental Control was on site during the investigation. Samples verified that the tank had not leaked.

<u>SITE</u>	<u>DESCRIPTION</u>	<u>STATUS</u>
FT-11	FIRE TRAINING AREA NO 3	RI
	<p>Used for fire training operations from mid 1950s until early 1970s. The site consisted of an earthen pit where solvents and waste petroleum products were poured, set on fire, and extinguished. Phase 1 and 2 studies confirmed the site is a source of groundwater contamination which has impacted the groundwater quality. Volatile organic compounds exceed Federal Drinking Water Standards Maximum Contaminant Levels in all shallow wells. Reversal of groundwater flow has made background level detection difficult. Further characterization is required prior to remedy selection.</p>	
LF-12	LANDFILL NO 1	RI
	<p>The site was a trench and burn disposal site from 1955 until 1960. It is located in the western portion of the base property under what is now a MBAFB-operated golf course. The site was included in the original PA/SI conducted in June-July 1981, the Problem Confirmation and Quantification of 1983, and the IRP Long Term Monitoring Stage 1 Remedial Investigation conducted in 1988. Groundwater contaminants include chromium, volatile and semi-volatile organics. Total Dissolved Solids of 872 ppm in one well exceeds Federal and State standards. Further investigation is required in order to fully characterize the extent of contamination at the site.</p>	
LF-13	LANDFILL NO 2	RI
	<p>The site was a trench and burn landfill from 1960 until 1964. Records indicate that barrels of waste were placed in the landfill, however the site was never tested to confirm the presence of contamination. It was regraded and has been used for contractor storage and vehicle impound in recent years.</p>	
LF-14	LANDFILL NO 5	RI
	<p>This landfill operated as a trench and cover landfill from 1972 until 1974. The site has not been sampled. Evidence of stressed vegetation supports the conclusion that action is required. During the World War II era, this site was used as a Firing-In Butt and may have lead-contaminated soils.</p>	
RW-15	RADIOACTIVE VAULT	NFA
	<p>In 1959, a concrete vault was reportedly constructed adjacent to the base taxiway. Reports noted two radio tubes being placed in the vault. The area was subsequently regraded. The exact location of the vault is unknown and there are no records regarding its final content. A decision document indicating no further action necessary was signed by the Installation Commander on 12 Oct 1991. The site is also designated for no further action required in the Final RCRA Facility Assessment Report, September 1991.</p>	

SITE	DESCRIPTION	STATUS
FT-16	FIRE TRAINING AREA NO 4	RI
	<p>This area was used for fire training activities which contributed to environmental contamination in the 1960s and 1970s. Drums of solvents and waste fuels were reported to be punctured and rolled along the ground dispersing their contents which were set on fire and then extinguished. The area was used as an aircraft parking apron and maintenance area in the 1940's. One well was installed as part of a limited investigation in 1988; analysis revealed total lead at levels exceeding Federal Drinking Water Standards. Full characterization of the site is pending.</p>	
-17	NOT USED (RENUMBERED)	
SS-18	BX SERVICE STATION	CAP
	<p>In 1988, inventory reports indicated product loss from one of the service station tanks. Subsequent tightness tests showed that three of the four tanks were leaking. All four tanks were removed and replaced with three double-walled fiberglass tanks and new lines were installed. An investigation to determine the extent of contamination remaining following the tank replacement and excavation indicated low levels of Benzene contamination just above the State action level. Quarterly monitoring revealed the benzene levels were increasing. It is thought that some residual soil contamination left behind during the excavation is responsible for the degrading groundwater quality. The site is designated for excavation in May 1992.</p>	
SD-19	ENGINE SHOP DRAIN	RD
	<p>In 1987, solvents were found seeping up through the ground adjacent to building 324, the Engine Shop Vat Room, following a period of heavy rain. It was later determined that the solvent vats drained into a sand pit. The RI uncovered a 40 acre plume of Trichloroethylene contaminated groundwater. The RI concerning soil contamination is incomplete.</p>	
SS-20	MILITARY SERVICE STATION	CAP
	<p>In 1956 four underground storage tanks were installed at the Military Service Station for the purpose of motor fuels distribution. In 1983 one of the tanks was discovered to be leaking and was taken out of service and abandoned in place. In 1987, another tank was found to be leaking and was taken out of service and abandoned in place. In 1989 one of the remaining two tanks was discovered to be leaking and was taken out of service. The one remaining tank is still operational but is not contributing to the existing soil and groundwater contamination. Due to the fact that the tanks that leaked after 1 March 1986 were taken out of service as soon as they started leaking we are confident the majority of the contamination was deposited prior to 1 March 1986.</p>	

<u>SITE</u>	<u>DESCRIPTION</u>	<u>STATUS</u>
DP-21	DRUM DISPOSAL PIT NO 1	SI
	<p>This project involves a site where approximately 45 drums (55 gal) were found in a shallow pit located in a low lying wooded area approximately 30 meters west/southwest of bldg 552. It is speculated the drums were left behind after a large roofing job that was done in the late 1950's or early 1960's but no evidence has been substantiated. The site is contiguous with Weathering Pit No 1 (WP-08).</p>	
DP-22	DRUM DISPOSAL PIT NO 2	SI
	<p>The site consists of approximately 75 drums abandoned in the woods east of the trap and skeet range, formerly the base demolition area. The drums appear to be 15 to 20 years old. It is suspected that they may have been left by a roofing contractor during the reconstruction of family housing in 1956.</p>	
SD-23	CIVIL ENGINEERING (CE) PAINT SHOP	RI
	<p>The Bldg 217, formerly the CE Paint Shop, utility sink drains to a french drain system where effluent runs directly into the ground. The shop was in operation from 1969 until 1988 during which time there were only two documented turn-ins of hazardous waste (paint thinner/paint).</p>	
SD-24	OLD ENTOMOLOGY SHOP	SI
	<p>The old entomology shop, Building 562, was the main entomology maintenance/mixing area from 1971 until 1986 when it was turned into the entomology equipment storage facility (not for storage of pesticide/herbicides). The effluent from the sink drain/mixing area eventually discharged to a drainage ditch leading off-base. The shop activities were moved in 1986 and the old area ditch has not been investigated.</p>	
ST-25	OLD WELL NO 2	CAP
	<p>This 150 gallon underground storage tank fueled the pump at old Well House No 2, Bldg 103, from the mid 1950's until it was removed from service in the mid 70's. The tank was abandoned in place. A soil boring adjacent to the tank revealed fuel-saturated soil.</p>	
ST-26	LIFT STATION NO 1	CAP
	<p>This 150 gallon mogas tank fueled the pump at lift station no 1, Bldg 122, from the mid 1950's until 1985. Samples taken when the tank was removed in May 91, showed levels of contamination exceeding SC action levels.</p>	

<u>SITE</u>	<u>DESCRIPTION</u>	<u>STATUS</u>
ST-27	LIFT STATION NO 3	CAP
	This 150 gallon mogas tank fueled the pump at lift station no 3, Bldg 960, from the mid 1950's until 1974. Samples taken when the tank was removed in May 91, showed levels of contamination exceeding SC action levels.	
SD-28	DRAINAGE DITCH/STORM SEWER	SI
	A complex system of drainage ditches, exists throughout the entire base. All storm sewer drains as well as some industrial shop floor drains and vat drains eventually lead to the drainage ditch system. Hazardous wastes were reported to have been disposed of into the storm sewer system and drainage ditches prior to the 1970's when disposal protocols were formally established.	
SS-29	MYRTLE BEACH PIPELINE SPILL NO 1	SI
	The spill occurred in 1975 when the pipeline was punctured by a drag line being used to clean the Ordnance Road Drainage ditch. An estimated 1,500 gallons of JP-4 was released to the ditch.	
WP-30	SEWAGE TREATMENT PLANT	SI
	The sewage treatment plant operated from the mid 1950's until it was closed in 1981. The treatment plant received waste from both industrial and residential areas of the base.	
OT-31	FIRING-IN BUTT	RI
	The structure was constructed in 1957 for F-100 aircraft to clear/fire their guns when they were jammed. Although it is not known to have been used since the late 1970's, when the mission changed from A-7's to A-10's, the physical evidence indicates that the Firing-In Butt was used extensively prior to this time.	
LF-32	CONSTRUCTION RUBBLE DUMP (MISQUE)	SI
	The area has been used for unofficial "landfilling" operations since the 1950's. In recent years, the MISQUE has been used for disposal of construction debris, cut trees and wood. During the 1970's reticular foam from the aircraft wing fuel tanks was disposed of in the back area of the MISQUE dump.	
OT-33	SMALL ARMS RANGE	RI
	The Small Arms Range, constructed in 1956, is used for M-16 and handgun (both 38 caliber and 9 mm) proficiency training. The range was reduced from a 100-yard range to a 1,000-inch range in the 1960's. The old backstop still exists in the wooded area behind the current range. The range has two drains to keep rainwater from accumulating, effluent runs to the storm drainage ditch on the east side of the range. Sediments in the ditch were recently sampled (the ditch was dry), analysis revealed 311 ppm lead.	

<u>SITE</u>	<u>DESCRIPTION</u>	<u>STATUS</u>
OT-34	EOD PROFICIENCY RANGE	SI
	The Explosive Ordinance Disposal (EOD) Proficiency Range, also referred to as the Demolition and Burn Facility, was constructed in 1969. It was used extensively during the 1970's for training with high explosives.	
SD-35	SWA FUEL BLADDER MAINTENANCE AREA	SI
	The Southwest Asia (SWA) facility fuel bladder maintenance area, constructed in 1986, is used to house two 10,000 gallon JP-5 storage bladders. Drainage from the earthened maintenance area ran through a small oil/water separator to an open evaporating pond with concrete walls and an earthen bottom. Effluent from the pond drains to an open drainage ditch.	
SD-36	OLD FUEL BLADDER TRAINING AREA (FOLTA)	SI
	Used until 1985 (primarily during training exercises), the facility is located in the FOLTA and consists of two 50,000 gallon fuel (JP-4) storage bladders surrounded by an earthened dike with a drain running directly to an open drainage ditch to the west. The facility was used for fueling various aircraft during training exercises.	
ST-37	WORLD WAR II FUEL STORAGE/DISTRIBUTION SYSTEM	SI
	There were at least three main storage areas. One area reportedly contained a 100,000 gallon (assumed to be concrete) underground storage tank. There were approximately 5 aircraft and vehicle fueling areas. Evidence to support the reports include old aerial photographs, 1944 As-Built maps, and existing above ground piping/valve stations.	
SS-38	OLD ENGINE TEST CELL	SI
	This unit is a 40 foot by 60 foot outdoor, unbermed concrete pad. Engines that have been removed from their planes for maintenance or repairs are tested at the unit. All oils and fuels discharged during engine testing are washed down into a drain in the center of the pad that leads to a Oil/Water separator. The RCRA Facility Assessment designated the unit for confirmatory sampling because the pad is cracked.	
OT-39	ARMAMENTS SHOP DISPOSAL SITE	SI
	The RCRA Facility Assessment Report identified this site as a Solid Waste Management Unit and described it as follows: "...a storage area for the temporary storage of waste solvents generated by maintenance and repair activities on aircraft guns." The report further stated that the location of the unit could not be determined; however, the site is designated as requiring confirmatory sampling.	



**SITE DESCRIPTION****STATUS****OT-40            ARMAMENTS SHOP STORAGE AREA****SI**

This unit is an outdoor unbermed concrete drum storage area. It is used to temporarily store waste solvents, contaminated rags, and waste oil generated by maintenance and repair activities on aircraft guns. The unit is designated as requiring confirmatory sampling due to staining on the concrete pad and adjacent gravel.

**SS-41            AGE STORAGE YARD****SI**

The Aircraft Generation Equipment (AGE) storage area is a 300 X 300 foot outdoor asphalt storage pad. It is used for storing trailers, carts, and fuel bowzers. The RCRA Facility Assessment listed it for confirmatory sampling because an oil sheen was visible on the pad and in the storm drains during the inspection.

**SD-42            AGE WASHRACK****SI**

The Aircraft Generation Equipment (AGE) washrack is a 15 foot by 30 foot six inch thick, outdoor, partially diked concrete pad used for cleaning AGE equipment. The concrete pad is cracked and requires confirmatory sampling.

**SD-43            AUTO HOBBY SHOP O/W SEPARATOR****SI**

This unit is a 250 cubic foot gravity oil and water separator connected to the Auto Hobby Shop outdoor drains. The area surrounding the unit was stained with oil during RCRA Facility Assessment.

**ST-44            AUTO HOBBY SHOP UST****NFA**

This unit was a 1000 gallon underground storage tank that was removed in 1984. The tank was used to store waste oil generated by vehicle maintenance activities at the Auto Hobby Shop. There are no documented releases from the tank, however, the RCRA Facility Assessment Report has designated it for confirmatory sampling.

**ST-45            GOLF COURSE MAINTENANCE AREA****SI**

The maintenance building was constructed in 1942 and used for vehicle maintenance activities. A tenant unit, the 73rd Tactical Control Squadron used the building and area for vehicle maintenance activities prior to 1984 when it was turned over to the Golf Course Maintenance Shop. There is a washrack adjacent to the building which drains to an open drainage ditch.

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**LEGEND****CAP - CORRECTIVE ACTIONS PLANNING (State Underground Storage Tank Regulations)****NFA - NO FURTHER ACTION****RI - REMEDIAL INVESTIGATION****RA - REMEDIAL ACTION****SI - SITE INVESTIGATION**

## Appendix D: Community Development Law Establishing a City of Myrtle Beach Redevelopment Commission

Source: City of Myrtle Beach

### CHAPTER 10

#### Community Development Law

Sec.

- 31-10-10. Short title.
- 31-10-20. Definitions.
- 31-10-30. Authority of municipalities to create redevelopment commissions; issuance of certificates of incorporation by Secretary of State.
- 31-10-40. Governance by commissioners or by governing body of parent municipality.
- 31-10-50. Terms of office of commissioners; compensation; removal from office.
- 31-10-60. Quorum at meeting of commissioners; selection of officers; employees; commissioners' personal liability.
- 31-10-70. Prohibition against acquisition of certain interests by member or employee of commission; exception.
- 31-10-80. Creation of joint redevelopment commission.
- 31-10-90. Powers of redevelopment commission, in general.
- 31-10-100. Contents of redevelopment plan; public hearing prior to adoption of plan; approval by governing body or parent municipality; modification.
- 31-10-110. Contracting by commission for certain services; advertisement for bids from persons interested in purchasing or redeveloping property; commission's real estate transactions under redevelopment plan.
- 31-10-120. Power of commission to issue and sell bonds; liability of commission and others thereon.
- 31-10-130. Additional powers of commission with respect to issuance of bonds.
- 31-10-140. Powers of public body with respect to planning, undertaking, or carrying out redevelopment project.
- 31-10-150. Notice of intent to issue bonds; challenge to issuance.
- 31-10-160. Availability of commission's books, records, bylaws, rules, and regulations for public inspection; annual report of commission's activities.

#### § 31-10-10. Short title.

This chapter may be cited as the "Community Development Law".

**HISTORY:** 1984 Act No. 451, § 1.

#### Research and Practice References—

- 40 Am Jur 2d, Housing Laws and Urban Redevelopment §§ 1 et seq.
- 62 CJS, Municipal Corporations § 699.

#### CASE NOTES

- 1-5. [Reserved for future use. Please consult your supplement.]
- 6. Under former law

Without the right of eminent domain the purposes of the Redevelopment Law (§§ 31-7-10 through 31-7-170)

cannot be carried out; accordingly the constitutionality of this chapter may be tested by reference only to the principles of the law of eminent domain. *Edens v Columbia* (1956) 228 SC 563, 91 SE2d 280, commented on in 8 SC LQ 457 (1956).

The exercise of the power of eminent domain by the Columbia housing authority in execution of a redevelopment plan under this chapter (§§ 31-7-10 through 31-7-170), whereby they propose to take property, clear it of the present low-rent dwellings and sell most of it to private persons and corporations for sites for light industry, would be unconstitutional, the taking

not being for a public use. *Edens v Columbia* (1956) 228 SC 563, 91 SE2d 280, commented on in 8 SC LQ 457 (1956).

Where city housing authority sought to take private property in blighted area which was predominantly used as private housing and transform the area into a section mainly devoted to light industry and commercial purposes, use of the power of eminent domain under this chapter (§§ 31-7-10 through 31-7-170) was unconstitutional, as "public use" implies more than vague grounds of public benefit. *Edens v Columbia* (1956) 228 SC 563, 91 SE2d 280, commented on in 8 SC LQ 457 (1956).

### § 31-10-20. Definitions.

The following terms where used in this chapter, shall have the following meanings, except where the context clearly indicates a different meaning:

- (1) "Area of operation" means the area within the territorial boundaries of the municipality or municipalities for which a particular commission is created.
- (2) "Blighted area" means any improved or vacant area where if improved, industrial, commercial, and residential buildings or improvements, because of a combination of five or more of the following factors: age; dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards; excessive vacancies; overcrowding of structures and community facilities; lack of ventilation, light, or sanitary facilities; inadequate utilities; excessive land coverage; deleterious land use or layout; depreciation of physical maintenance; lack of community planning, are detrimental to the public safety, health, morals, or welfare or, if vacant, the sound growth is impaired by (a) a combination of two or more of the following factors: obsolete platting of the vacant land; diversity of ownership of such land; tax and special assessment delinquencies on such land; deterioration of structures or site improvements in neighboring areas adjacent to the vacant land; or (b) the area immediately prior to becoming vacant qualified as a blighted area.
- (3) "Bonds" means any bonds, interim certificates, notes, debentures or other obligations of a commission issued pursuant to this chapter.

- (4) "Commission" means a public body and a body corporate and politic created and organized in accordance with the provisions of this chapter.
- (5) "Conservation area" means any improved area that is not yet a blighted area but, because of a combination of three or more of the following factors: dilapidation; obsolescence; deterioration; illegal use of structures; presence of structures below minimum code standards; abandonment; excessive vacancies; overcrowding of structures and community facilities; lack of ventilation, light, or sanitary facilities; inadequate utilities; excessive land coverage; depreciation of physical maintenance; or lack of community planning, is detrimental to the public safety, health, morals, or welfare and may become a blighted area.
- (6) "Governing body" means in the legislative body of a municipality.
- (7) "Government" means the state and federal governments or any subdivision, agency, or instrumentality, corporate or otherwise, of either of them.
- (8) "Municipality" means any incorporated city or town or any county.
- (9) "Obligee of the commission" or "obligee" means any bondholder, trustee or trustees for any bondholders, any lessor demising property to a commission used in connection with a redevelopment project, or any assignees of such lessor's interest, or any part thereof, and the federal government, when it is a party to any contract with a commission.
- (10) "Parent municipality" means the municipality or municipalities creating a commission.
- (11) "Redeveloper" means any individual, partnership, or public or private corporation that shall enter or propose to enter into a contract with a commission for the redevelopment of all or any part of a redevelopment area under the provisions of this chapter.
- (12) "Redevelopment" means the acquisition, replanning, clearance, rehabilitation or rebuilding of an area for residential, recreational, commercial, industrial or other purposes, including the provision of streets, utilities, parks, recreational areas and other open spaces; provided, without limiting the generality thereof, the term "redevelopment" may include a program of repair and rehabilitation of buildings and other improvements, and

may include the exercise of any powers under this chapter with respect to the area for which such program is undertaken.

- (13) "Redevelopment area" means any area that a commission may find to be a blighted area, a conservation area, or any combination thereof, so as to require redevelopment under the provisions of this chapter.
- (14) "Redevelopment contract" means a contract between a commission and a redeveloper for redevelopment under the provisions of this chapter.
- (15) "Redevelopment plan" means a plan for the redevelopment of a redevelopment area made by a commission in accordance with the provisions of this chapter.
- (16) "Redevelopment project" means any work or undertaking:
  - (a) to acquire blighted or conservation areas, including lands, structures, or improvements, the acquisition of which is necessary or incidental to the proper clearance, development, or redevelopment of such areas or to the prevention of the spread or recurrence of conditions of blight;
  - (b) to clear any such areas by demolition or removal of existing buildings, structures, streets, utilities, or other improvements thereon and to install, construct, or reconstruct streets, utilities, and site improvements essential to the preparation of sites for uses in accordance with the redevelopment plan;
  - (c) to sell land in such areas for residential, recreational, commercial, industrial, or other use or for the public use to the highest bidder set out by the provisions of this chapter or to retain such land for public use, in accordance with the redevelopment plan;
  - (d) to carry out plans for a program of repair, rehabilitation, or reconditioning of buildings or other improvements in such areas, including the making of loans;
  - (e) to engage in programs of assistance and financing, including the making of loans for rehabilitation, repair, construction, acquisition, or reconditioning of residential units in a redevelopment area.

The term "redevelopment project" may also include the preparation of a redevelopment plan, including the planning, survey and other work incident to a redevelopment project, and the preparation of all plans and arrangements for carrying out a redevelopment project.

**HISTORY:** 1984 Act No. 451, § 3.

**Research and Practice References—**

1 Am Jur Proof of Facts 2d. Blighted Area §§ 5 et seq.

**Annotations—**

What constitutes "blighted area" within urban renewal and redevelopment statutes. 45 ALR 3d 1096.

**§ 31-10-30. Authority of municipalities to create redevelopment commissions; issuance of certificates of incorporation by Secretary of State.**

(a) Each municipality is authorized to create one or more separate and distinct bodies corporate and politic to be known as a redevelopment commission of the municipality by the passage by the governing body of such municipality of an ordinance creating a commission to function within the territorial limits of the municipality or portion of the municipality; provided, however, no commission may be created with power over the same territorial area as any other commission. Notice of the intent to consider the passage of such ordinance shall be published at least fifteen days prior to first reading of the ordinance creating the commission.

(b) The governing body of a municipality shall not adopt an ordinance pursuant to subsection (a) above unless it finds:

- (1) that a blighted area or conservation area exists in whole or in part in such municipality,
- (2) that the redevelopment of such areas is necessary in the interest of the public health, safety, morals, or welfare of the residents of such municipality.

(c) The governing body shall cause a certified copy of such ordinance to be filed in the office of the Secretary of State; upon receipt of the certified copy of such ordinance, the Secretary of State shall issue a certificate of incorporation.

(d) In any suit, action, or proceeding involving or relating to the validity or enforcement of any contract or act of a commission, a copy of the certificate of incorporation duly certified by the Secretary of State is admissible in evidence and is conclusive proof of the legal establishment of the commission.

**HISTORY:** 1984 Act No. 451, § 4.

**§ 31-10-40. Governance by commissioners or by governing body of parent municipality.**

Upon adoption of an ordinance establishing a commission, the governing body of such municipality shall provide for the governance of such commission by either of the following methods. A commission may be governed by the members of the governing

body of its parent municipality serving ex officio or by not less than five nor more than nine commissioners selected by the governing body of the municipality. In the event the governing body initially elects to appoint commissioners to operate the commission, it may at any time in its sole discretion abolish the office of commissioners and assume the direct responsibility for operation of the commission.

**HISTORY:** 1984 Act No. 451, § 5.

**§ 31-10-50. Terms of office of commissioners; compensation; removal from office.**

The term of office for each commissioner is two years, however, at least three of the commissioners initially appointed shall have terms of one year. Thereafter all commissioners appointed shall serve for two years. Each commissioner shall hold office until his successor has been appointed and qualified. Vacancies for the unexpired terms of any commissioner who resigns, ceases to be qualified or is removed must be promptly filled by the governing body. Any commissioner is removable by the governing body of the municipality at will. A commissioner shall receive such compensation, if any, as the governing body may provide for this service, and is entitled within the budget appropriation to the necessary expenses, including travel expenses, incurred in the discharge of his duties.

**HISTORY:** 1984 Act No. 451, § 6.

**§ 31-10-60. Quorum at meeting of commissioners; selection of officers; employees; commissioners' personal liability.**

The commissioners of each commission shall select from among themselves a chairman, a vice-chairman, and such other officers as the commission may determine. A commission may employ technical experts and other agents and employees, permanent or temporary, as it may require, and may determine the qualifications and fix the compensation of such persons. A majority of the commissioners then in office shall constitute a quorum for its meeting. No commissioner is liable personally for losses unless the losses are occasioned by the willful misconduct of such commissioner. A commission may delegate to one or more of its members, agents, or employees such of its powers as it deems necessary to carry out the purposes of this chapter, subject always to the supervision and control of the whole commission.

**HISTORY:** 1984 Act No. 451, § 7.

**§ 31-10-70. Prohibition against acquisition of certain interests by member or employee of commission: exception.**

No member or employee of a commission shall acquire any interest, direct or indirect, in any redevelopment project or in any property included or planned to be included in any redevelopment area, nor shall the member have any interest, direct or indirect, in any contract or proposed contract for materials or services to be furnished or used by a commission, or in any contract with a redeveloper or prospective redeveloper relating, directly or indirectly, to any redevelopment project, except that a member or employee of a commission may acquire residential property in a redevelopment area from a person or entity other than the commission after the redevelopment plan for that area is adopted if:

- (1) the primary purpose of acquisition is to occupy such property as his principal residence;
- (2) the redevelopment plan does not provide for acquisition of such property by the commission;
- (3) prior to acquiring title to the property, the commissioner or employee shall have disclosed in writing to the commission and to the governing body of the municipalities his intent to acquire the property and to occupy the property as his principal residence.

**HISTORY:** 1984 Act No. 451, § 8.

**§ 31-10-80. Creation of joint redevelopment commission.**

Two or more municipalities, whose territorial jurisdictions may be either exclusive or one of whose jurisdiction may include all or part of another are authorized to create a separate and distinct body corporate and politic to be known as the joint redevelopment commission by the passage of an ordinance by the governing body of each municipality having territorial jurisdiction over the area of operation proposed for such commission; provided, however, that notice of the intent to consider passage of such ordinance must be published at least fifteen days prior to the meeting of the governing body of each affected municipality. A joint redevelopment commission shall be governed by commissioners selected in the number and manner provided in the ordinance establishing such joint redevelopment commission. The governing body of each participating municipality shall appoint one or more commissioners as such governing body determines. The appointing authority has the authority to appoint successors or to remove persons who are appointed by them. Each commissioner shall serve for a term of two years.

All provisions of this chapter shall apply to the creation and



operation of a joint redevelopment commission and where reference is made to a municipality, it is interpreted to apply to the municipalities creating a joint redevelopment commission.

**HISTORY:** 1984 Act No. 451, § 9.

**§ 31-10-90. Powers of redevelopment commission, in general.**

A commission shall constitute a public body, corporate and politic, exercising public and essential governmental powers, which powers shall include all powers necessary or appropriate to carry out and effectuate the purposes and provisions of this chapter, including the following powers in addition to those herein otherwise granted:

- (1) to procure from the municipality the designation of areas in need of redevelopment and its recommendation for such redevelopment;
- (2) to cooperate with any government or municipality as defined in this chapter;
- (3) to act as agent of the state or federal government or any of its instrumentalities or agencies for the public purposes set out in this chapter;
- (4) to prepare or cause to be prepared and recommend redevelopment plans to the governing body of its parent municipality and to undertake and carry out redevelopment projects within its area of operation;
- (5) to arrange or contract for the furnishing or repair, by any person or agency, public or private, of services, privileges, works, streets, roads, public utilities or other facilities for or in connection with a redevelopment project;
- (6) within its area of operation, to purchase, obtain options upon, acquire by gift, grant, bequest, devise, or otherwise, any real or personal property or any interest therein, together with any improvements thereon, necessary or incidental to a redevelopment project; to hold, improve, clear or prepare for redevelopment any such property, and with the approval of the governing body of its parent municipality sell, exchange, transfer, assign, subdivide, retain for its own use, mortgage, pledge or otherwise encumber or dispose of any real or personal property or any interest therein, either as an entirety to a single redeveloper or in parts to several developers; to enter into contracts, either before or after the real property that is the subject of the contract is acquired by

the commission, with redevelopers of property containing covenants, restrictions, and conditions regarding the use of such property for residential, commercial, industrial, or recreational purposes or for public purposes in accordance with the redevelopment plan and such other covenants, restrictions, and conditions as the commission may deem necessary to prevent a recurrence of blighted areas or to effectuate the purposes of this chapter; and to provide appropriate remedies for any breach of any such covenants or conditions, including the right to terminate such contracts and any interest in the property created pursuant thereto; to borrow money and issue bonds and provide security for bonds; to insure or provide for the insurance of any real or personal property or operations of the commission against any risks or hazards, including the power to pay premiums on any such insurance; and to enter into any contracts necessary to effectuate the purposes of this chapter;

- (7) to invest any funds held in reserves or sinking funds or any funds not required for immediate disbursements, in such investments as may be lawful for guardians, executors, administrators or other fiduciaries under the laws of this State; to redeem its bonds at the redemption price established therein or to purchase its bonds at less than redemption price, all bonds so redeemed or purchased to be cancelled;
- (8) to borrow money and to apply for and accept advances, loans evidenced by bonds, grants, contributions and any other form of financial assistance from the federal government, the State, county, municipality or other public body or from any sources, public or private for the purposes of this chapter, to give such security as may be required and to enter into and carry out contracts in connection therewith;
- (9) within its area of operation, to make or have made all surveys, studies, and plans necessary to the carrying out of the purposes of this chapter and in connection therewith to enter into or upon any land, building, or improvement thereon for such purposes and to make soundings, test borings, surveys, appraisals and other preliminary studies and investigations necessary to carry out its powers and to contract or cooperate with any and all persons or agencies, public or private, in the making

and carrying out of such surveys, appraisals, studies, and plans.

A commission is specifically authorized to make (i) plans for carrying out a program of voluntary repair and rehabilitation of buildings and improvements and (ii) plans for the enforcement of laws, codes, and regulations relating to the use of land and the use and occupancy of buildings and improvements, and to the compulsory repair, rehabilitation, demolition, or removal of buildings and improvements. The commission is further authorized to develop, test, and report methods and techniques, and carry out demonstrations and other activities, for the prevention and elimination of slums and urban blight.

- (10) to make such expenditures as may be necessary to carry out the purposes of this chapter; and to make expenditures from funds obtained from the federal government;
- (11) to sue and be sued;
- (12) to adopt a seal;
- (13) to have perpetual succession;
- (14) to make and execute contracts and other instruments necessary or convenient to the exercise of the powers of the commission; and any contract or instrument when signed by the chairman or vice-chairman and secretary or assistant secretary of the commission shall be held to have been properly executed for and on its behalf;
- (15) to make and from time to time amend and repeal bylaws, rules, regulations, and resolutions;
- (16) to make available to the government or municipality or any appropriate agency, board or commission, the recommendations of the commission affecting any area in its field of operation or property therein, which it may deem likely to promote the public health, morals, safety, or welfare;
- (17) to perform redevelopment project undertakings and activities in one or more contiguous or noncontiguous redevelopment areas that are planned and carried out on the basis of annual tax increments in accordance with the laws of this State.

**HISTORY:** 1984 Act No. 451, § 10.

**Research and Practice References—**

40 Am Jur 2d, Housing Laws and Urban Redevelopment § 15.

**Annotations—**

Liability of urban redevelopment authority or other state or municipal agency or entity for injuries occurring in vacant or abandoned property owned by government entity. 7 ALR4th 1129.

## CASE NOTES

- 1-5. [Reserved for future use. Please consult your supplement.] through 31-7-170) where housing authorities had power of eminent domain, see *Edens v Columbia* (1956) 228 SC 563, 91 SE2d 280, commented on in 8 SC LQ 457 (1956).
6. Under former law  
Discussion of public use under former Redevelopment Law (§§ 31-7-10

**§ 31-10-100. Contents of redevelopment plan; public hearing prior to adoption of plan; approval by governing body or parent municipality; modification.**

(a) A redevelopment plan must be sufficiently complete to indicate its relationship to definite local objectives such as appropriate land uses, improved traffic, public transportation, public utilities, recreational and community facilities and other public improvements and the proposed land uses and building requirements in the redevelopment project area.

(b) A commission shall not acquire real property for a development project unless the governing body of its parent municipality has approved the redevelopment plan as hereinafter prescribed.

(c) The commission's redevelopment plan shall include, without being limited to, the following:

- (1) the boundaries of the redevelopment area, with a map showing the existing uses of the real property therein;
- (2) a land use plan of the redevelopment area showing proposed uses following redevelopment;
- (3) standards of population densities, land coverage, and building intensities in the proposed redevelopment;
- (4) a preliminary site plan of the redevelopment area;
- (5) a statement of the proposed changes, if any, in zoning ordinances or maps;
- (6) a statement of any proposed changes in street layouts or street levels;
- (7) a statement of the estimated cost and method of financing redevelopment under the redevelopment plan;
- (8) a statement of such continuing controls as may be deemed necessary to effectuate the purposes of this chapter;
- (9) a statement of a feasible method proposed for the relocation of the families displaced.

(d) The commission shall hold a public hearing prior to its final adoption of a redevelopment plan. Notice of such hearing shall be given fifteen days prior thereto in a newspaper of general circulation in the municipality.

(e) The commission shall submit to the governing body the

redevelopment plan. Prior to recommending a redevelopment plan to the governing body for approval, the commission shall utilize the local private planning, financing, and financial services to the greatest extent possible and shall consider whether the proposed land uses and building requirements in the redevelopment project area are designed with the general purpose of accomplishing, in conformance with the general plan, a coordinated, adjusted, and harmonious development of the community and its environs, that will in accordance with present and future needs promote health, safety, morals, order, convenience, prosperity, and the general welfare, as well as efficiency and economy in the process of development, including, among other things, adequate provision for traffic, vehicular parking, the promotion of safety from fire and other dangers, adequate provision for light and air, the promotion of the healthful and convenient distribution of population, the provision of adequate transportation, water, sewerage, and other public utilities, schools, parks, recreational, and community facilities, and other public requirements, the promotion of sound design and arrangements, the prevention of the recurrence of unsanitary or unsafe dwelling accommodations, slums, or conditions of blight.

(f) The governing body shall approve, amend, or reject the redevelopment plan as submitted.

(g) Upon approval by the governing body of the redevelopment plan, the commission is authorized to acquire property, to execute contracts for clearance and preparation of the land for resale, and to take other actions necessary to carry out the redevelopment plan, in accordance with the provisions of this chapter.

(h) A redevelopment plan may be modified at any time by the commission; provided, that if modified after the sale of real property in the redevelopment area, the modification must be consented to by the redeveloper of such real property or his successor, or their successors in interest affected by the proposed modification. Where the commission determines that the proposed modification will substantially change the redevelopment plan as previously approved by the governing body, the modification must similarly be approved by the governing body as provided above.

**HISTORY:** 1984 Act No. 451, § 11.

**§ 31-10-110. Contracting by commission for certain services; advertisement for bids from persons interested in purchasing or redeveloping property; commission's real estate transactions under redevelopment plan.**

(a) A commission may contract for engineering, legal, surveying, professional, or other similar services.

(b) A commission may sell, exchange, or otherwise transfer real property or any interest therein in a redevelopment area to any redeveloper for residential, recreational, commercial, industrial, or other uses or for public use in accordance with the redevelopment plan, subject to such covenants, conditions and restrictions as may be deemed to be in the public interest or to carry out the purposes of this chapter; provided, that such sale, exchange, or other transfer, and any agreement relating thereto, may be made only after, or subject to, the approval of the redevelopment plan by the governing body of the municipality and after public notice and award as specified in subsection (c) of this section.

(c) The commission shall, by public notice, published once a week for two consecutive weeks in a newspaper having general circulation in the municipality, invite proposals and shall make available all pertinent information to any persons interested in undertaking a purchase of property or the redevelopment of an area or any part thereof. The commission may require such bid bonds as it deems appropriate. After receipt of all proposals, the sale shall be made to the developer submitting the plan for use of the property that best effectuates the purposes of the redevelopment plan set forth in subsection (e) of this section. All proposals may be rejected. All sales shall be subject to the approval of the governing body of the municipality. Nothing herein, however, shall prevent the sale at private sale without advertisement and bids to the municipality or other public body, or to a nonprofit association or corporation operated exclusively for educational, scientific, literary, cultural, charitable, or religious purposes, of such property as is specified in items (1), (2), (3), or (4) of subsection (d) of this section; provided, that such sale is in accordance with the provisions of the item.

(d) In carrying out a redevelopment project, the commission may:

- (1) with or without consideration and at private sale convey to the municipality in which the project is located such real property as, in accordance with the redevelopment plan, is to be laid out into streets, alleys, and public ways;
- (2) with or without consideration, convey at private sale, grant, or dedicate easements and rights-of-way for public utilities, sewers, streets, and other similar facilities, in accordance with the redevelopment plan;
- (3) with or without consideration and at private sale convey to the municipality, county or other appropriate public body such real property as, in accordance with the

redevelopment plan, is to be used for parks, schools, public buildings, facilities, or other public purposes:

- (4) after a public hearing advertised in accordance with the provisions of subsection (d) of § 31-10-100 and subject to the approval of the governing body of the municipality, convey to a nonprofit association or corporation organized and operated exclusively for educational, scientific, literary, cultural, charitable or religious purposes, no part of the net earnings of which inure to the benefit of any private shareholder or individual, such real property as, in accordance with the redevelopment plan, is to be used for the purposes of such associations or corporations. Such conveyance shall be for such consideration as may be agreed upon by the commission and the association or corporation, taking into account nonmonetary benefits that will accrue to the municipality as a result of the conveyance. All conveyances made under the authority of this subsection shall contain restrictive covenants limiting the use of property so conveyed to the purposes for which the conveyance is made;
- (e) after receiving the required approval of a sale from the governing body of the municipality, the commission may execute any required contracts, deeds, and other instruments and take all steps necessary to effectuate any such contract or sale. Any contract of sale between a commission and a redeveloper may contain, without being limited to, any or all of the following provisions:
  - (1) plans prepared by the redeveloper or otherwise and such other documents as may be required to show the type, material, structure, and general character of the proposed redevelopment;
  - (2) a statement of the use intended for each part of the proposed redevelopment;
  - (3) the amount, if known, of the consideration to be paid;
  - (4) adequate safeguards for proper maintenance of all parts of the proposed redevelopment;
  - (5) such other continuing controls as may be deemed necessary to effectuate the purposes of this chapter.

Any deed to a redeveloper in furtherance of a redevelopment contract shall be executed in the name of the commission, by its proper officers, and shall contain in addition to all other provisions, such conditions, restrictions, and provisions as the commission may deem desirable in order to effectuate the purposes of this chapter.

- (f) The commission may temporarily rent or lease, operate, and

maintain real property in a redevelopment area, pending the disposition of the property for redevelopment, for such uses and purposes as may be deemed desirable even though not in conformity with the redevelopment plan.

**HISTORY:** 1984 Act No. 451, § 12.

**Research and Practice References—**

40 Am Jur 2d, Housing Laws and Urban Redevelopment § 22.

**§ 31-10-120. Power of commission to issue and sell bonds; liability of commission and others thereon.**

(a) The commission has the power to issue bonds from time to time for any of its corporate purposes including the payment of principal and interest upon any advances for surveys and plans for redevelopment projects. The commission also has the power to issue refunding bonds for the purpose of paying or retiring or in exchange for bonds previously issued by it. The commission may issue bonds on which the principal and interest are payable:

- (1) exclusively from the income, proceeds, and revenues of the redevelopment project financed with the proceeds of such bonds;
- (2) exclusively from the income, proceeds, and revenues of any of its redevelopment projects whether or not they are financed in whole or in part with the proceeds of such bonds; provided, that any such bonds may be additionally secured by a pledge of any loan, grant, or contributions, or parts thereof, from the federal government or other source, or a mortgage of any redevelopment project or projects of the commission.

(b) Neither the commissioners of a commission nor any person executing the bonds shall be liable personally on the bonds by reason of the issuance thereof. The bonds and other obligations of the commission (and such bonds and obligations shall so state on their face) shall not be a debt of the municipality or the State and neither the municipality nor the State is liable on them, nor in any event shall such bonds or obligations be payable out of any funds or properties other than those of the commission acquired for the purpose of this chapter. The bonds shall not constitute an indebtedness of the municipality within the meaning of any constitutional or statutory debt limitation or restriction. Bonds of a commission are declared to be issued for an essential public and governmental purpose and to be public instrumentalities and, together with interest thereon and income therefrom, shall be exempt from all taxes except inheritance, estate, or transfer taxes. Bonds may be issued by a commission under this chapter notwith-



standing any debt or other limitation prescribed in any statute. This chapter without reference to other statutes of the State shall constitute full and complete authority for the authorization and issuance of bonds by the commission hereunder and such authorization and issuance is not subject to any conditions, restrictions, or limitations imposed by any other statute whether general, special, or local, except as provided in subsection (d) of this section.

(c) Bonds of the commission must be authorized by its resolution and may be issued in one or more series and shall bear such date or dates, be payable upon demand or mature at such time or times not to exceed forty-five years, bear interest at such rate or rates, be in such denomination or denominations, be in such form either coupon or registered, carry such conversion or registration privileges, have such rank or priority, be executed in such manner, be payable in such medium of payment, at such place or places, and be subject to such terms of redemption (with or without premium) as the resolution may provide.

(d) Bonds must be sold by the commission at either public or private sale upon such terms and in such manner, consistent with the provisions of this chapter, as the commission may determine. Such bonds may be sold to one or more financial institutions whether within or without this State. Prior to the public sale of bonds hereunder, the commission shall first cause a notice of the sale of the bonds to be published at least once at least ten days before the date fixed for the receipt of bids for the bonds in a newspaper of general circulation in the commission's area of operation, and provided, that any bonds may be sold by the commission at private sale upon such terms and conditions as are mutually agreed upon between the commission and the purchaser. No bonds issued pursuant to this chapter may be sold at less than par and accrued interest.

(e) In case any of the commissioners or officers of the commission whose signatures appear on any bonds or coupons shall cease to be such commissioners or officers before the delivery of such bonds, such signatures are, nevertheless, valid and sufficient for all purposes, the same as if such commissioners or officers had remained in office until such delivery. Any provisions of any law to the contrary notwithstanding, any bonds issued pursuant to this chapter are fully negotiable unless specified to the contrary by the commission.

(f) In any suit, action, or proceeding involving the validity or enforceability of any bond of the commission or the security therefor, any such bond reciting in substance that it has been issued by the commission to aid in financing a redevelopment

project, as defined by this chapter is conclusively deemed to have been issued for such purpose and such project is conclusively deemed to have been planned, located, and carried out in accordance with the purposes and provisions of this chapter.

(g) Bonds (including, without limitation, interim and long-term notes) may be issued or sold under this chapter at private sale upon such terms and conditions as may be negotiated and mutually agreed upon by the commission and the purchaser who may be the government or other public or private lender.

**HISTORY:** 1984 Act No. 451, § 13; 1987 Act No. 2, § 1.

**Research and Practice References—**

40 Am Jur 2d, Housing Laws and Urban Redevelopment § 32.

**§ 31-10-130. Additional powers of commission with respect to issuance of bonds.**

(a) In connection with the issuance of bonds or the incurring of obligations and in order to secure the payment of such bonds or obligations, the commission, in addition to its other powers, shall have power:

- (1) to pledge all or any part of its gross or net rents, fees, or revenues to which its right then exists or may thereafter come into existence;
- (2) to mortgage all or any part of its real or personal property, then owned or thereafter acquired not devoted to a public use;
- (3) to covenant against pledging all or any part of its rents, fees, and revenues, or against mortgaging all or any part of its real or personal property, to which its right or title then exists or may thereafter come into existence or against permitting or suffering any lien on such revenues or property; to covenant with respect to limitations on its right to sell, lease, or otherwise dispose of any redevelopment project or any part thereof; and to covenant as to what other, or additional debts or obligations may be incurred by it;
- (4) to vest in any obligees of the commission the right to enforce the payment of the bonds or any covenants securing or relating to the bonds; to vest in any obligee or obligees holding a specified amount in bonds the right, in the event of a default to take possession of and use, operate and manage any redevelopment project or any part thereof, title to which is in the commission, or any funds connected therewith, and to collect the rents and revenues arising therefrom and to dispose of such

monies in accordance with the agreement with such obligees; to provide for the powers and duties of such obligees and to limit the liabilities thereof, and to provide the terms and conditions upon which such obligees may enforce any covenant or rights securing or relating to the bonds;

- (5) to exercise all or any part or combination of the powers herein granted; to make such covenants (other than and in addition to the covenants herein expressly authorized) and to do any and all such acts and things as may be necessary or convenient or desirable in order to secure its bonds, or, in the absolute discretion of the commission, as will tend to make the bonds more marketable notwithstanding that such covenants, acts, or things may not be enumerated in this chapter.

(b) The commission has the power to confer upon any obligee holding or representing a specified amount in bonds, the right (in addition to all rights that may otherwise be conferred), upon the happening of an event of default as defined in such resolution or instrument, by suit, action, or proceeding in any court of competent jurisdiction:

- (1) to cause possession of any redevelopment project or any part thereof, title to which is in the commission and not devoted to a public use, to be surrendered to any such obligee;
- (2) to obtain the appointment of a receiver of any redevelopment project of the commission or any part of it, title to which is in the commission and of the rents and profits therefrom.

**HISTORY:** 1984 Act No. 451, § 14.

**§ 31-10-140. Powers of public body with respect to planning, undertaking, or carrying out redevelopment project.**

(a) For the purpose of aiding and cooperating in the planning, undertaking, or carrying out of a redevelopment project located within the area in which it is authorized to act, any public body may, upon such terms, with or without consideration, as it may determine:

- (1) dedicate, sell, convey, or lease any of its interest in any property, or grant easements, licenses or any other rights or privileges therein to a commission;
- (2) cause parks, playgrounds, recreational, community, education, water, sewer, or drainage facilities, or any other works that it is otherwise empowered to undertake, to be furnished in connection with a redevelopment project;

- (3) furnish, dedicate, close, vacate, pave, install, grade, re-grade, plan or replan streets, roads, sidewalks, ways, or other places, that it is otherwise empowered to undertake;
- (4) plan or replan, zone or rezone any part of the redevelopment;
- (5) cause administrative and other services to be furnished to the commission of the character which the public body is otherwise empowered to undertake or furnish for the same or other purposes;
- (6) do any and all things necessary or convenient to aid and cooperate in the planning or carrying out of a redevelopment plan.

(b) Any sale, conveyance, or agreement provided for in this section may be made by a public body without public notice, advertisement, or public bidding.

**HISTORY:** 1984 Act No. 451, § 15.

**Research and Practice References—**

40 Am Jur 2d, Housing Laws and Urban Redevelopment § 12.

**§ 31-10-150. Notice of intent to issue bonds; challenge to issuance.**

Prior to issuing any bonds under this chapter, a commission shall publish notice in a newspaper of general circulation in the municipality of its intent to issue such bonds specifying the approximate date and amount of such bonds, the provisions for securing such bonds and the proposed use of the proceeds from such bonds. Any interested person may within twenty days after the publication of such notice, but not thereafter, challenge the proposal of the commission to issue such bonds by action initiated in the circuit court for the circuit in which the commission is located. If no such action is initiated the bonds, if and when issued, shall be conclusively presumed to be valid and binding in accordance with the terms thereof; provided, nevertheless, that such bonds must be issued not later than six months after publication of such notice.

**HISTORY:** 1984 Act No. 451, § 16.

**§ 31-10-160. Availability of commission's books, records, bylaws, rules, and regulations for public inspection; annual report of commission's activities.**

(a) The books and records of a commission are at all times open and subject to inspection by the public.

(b) A copy of all bylaws and rules and regulations and amend-

**§ 31-10-160**

**HOUSING AND REDEVELOPMENT**

ments thereto adopted by it, from time to time, must be filed with the commission and be open for public inspection.

(c) At least once each year a report of its activities for the preceding year and such other reports as may be required by the municipality shall be made.

**HISTORY: 1984 Act No. 451, § 17.**